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HONDA'S MR175: TEST AND TIPS

DESERT BLASTIN' AND SHORT TRACKIN': PARKER DAM 400 AND HOUSTON'S ASTRODOME

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VOLUME SEVEN NUMBER FIVE MAY 1977

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ON THE COVER: Yamaha ISDT Gold Medalist John Fero baptizes the DIRT BIKE IT250. Woods got the wet lens.

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DIRT BIKE

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Photo Production by
PUBLISHER'S LAB
John Spishak, Supervisor

EDITORIAL & ADVERTISING OFFICES
Hi-Torque Publications, Inc.
16200 Ventura Blvd.
Encino, California 91436

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DIRT BIKE (May 1977) is published monthly (semi-monthly in Feb., Aug., Nov.) by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions $9.00 for 12 issues (one year). Foreign subscriptions add $2 per year and Canada $1 per year for additional postage.

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CONTRIBUTORS: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Hi-Torque Publications, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408, and at additional mailing offices. DIRT BIKE, P.O. Box 317, Encino, California 91316.

WOODS

REMEMBER HARRIS?

It wasn't really my fault. I mean, it is very seldom that I even go to a motocross race, let alone plan to ride one. The last thing I wanted was complication. If it ever comes to a trial, I have my case all prepared. No jury in the world would convict me, unless, and I'm paranoid enough to consider the possibility, that jury is composed of Harris' innumerable brothers.

"Boycott," you see, was Harris's word, Harris's idea. I just happened to be standing there, just happend to be, at that time, unable to say much of anything myself.

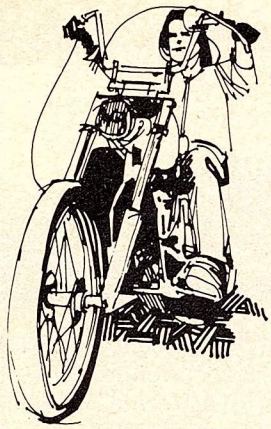
All I could think of, in fact, was getting out of there. And how I was going to get even with Mike Kerley. It was Mike, you see, who suggested my taking Harris along. For all of his apparent scorn for the brute, Kerley seems to often find himself in a position of protecting Harris from the too predictable reactions of the rest of the world. So I took him with me, helped him set up his bike, showed him where to sign up, even. Now he was standing in the middle of the track, just before the first turn. His bike was parked, road block style, behind him, and his arms were crossed on his chest in thick belligerence, looking for all the world like logs on a hillside. He was, believe it or not, demanding a rider boycott on the grounds that the track was too dangerous. His was the last class to ride. The 125 beginner class, no less.

Japanese beetles have long been classified as pests. Them, well, I could easily imagine finding a useful place in the ecosystem. Harris I was in grave doubt about.

Motorcycles and motorcycle races are subjective things. One man's danger, in a race, is another man's advantage. I didn't think the track was dangerous. The mud was a bit muddier than usual, and there *were* more crashes than is common, but all of the crashes I'd seen had been slow quicksand submersions. I would be more worried about falling into a swimming pool of Jello than about crashing on that track. But Harris had decided that it was dangerous, and when an idea, any

DIRT TO COME

YZ250 Yamaha: Son of GYT-kit gits it on
Automatic Circles: Rokon's Short-tracker
CCM Century Maker: Fire Road Ton Breaker
Daytona — everything except who won the road race
Florida MX Wrap-Up: See if Hannah and Glover won it
We Ride the Champs' Bikes: Marland Whaley's Honda RTL300
Scott Autrey: Back in the corner sideways again
Silencing, Cheap enduro mods



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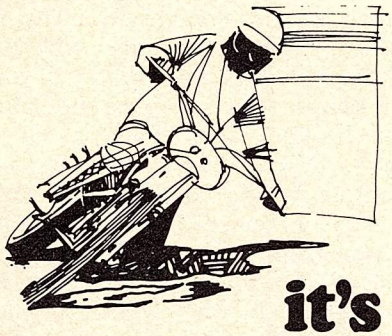

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Circle Number 2 on Page 88

idea, manages to work its way through the fat surrounding his brain, he clings to it like a bulldog.

Until he had realized that he was going to have to ride through the stuff, in fact, Harris thought it was fine. Through all of the other classes he perched along with fence like a chunky vulture, "Yuk-yuk" ing and pointing out every small misfortune.

They *did* crash magnificently, I must admit, real back-page material, but there is such a thing as taking too much pleasure from someone else's pain. I had to admire their persistence, too. At one point the old-timers' open class became bogged down in a single mudhole. None of them were about to quit, though.

"Quit," however, *was* in Harris' vocabulary, but apparently only if he could make his quitting seem more heroic than staying could be.

Killing whatever small residual sympathy for him remained in my system, I tried to escape before either my concern for Harris's safety, or his comradely bearhug could hold me near him. The remainder of the class was at the gate. They were tired of waiting; it had been a long day. I could see something like mayhem gleaming through their collective goggles as they eyed Harris in front of them, and revved their engines. One-two-five beginners, I know through personal experience, are a dangerous bunch, as likely to include potential homicides in their group as are any related group.

Whales drift past Los Angeles at this time of year, instinctively schooling together, knowing both protection and comfort can be found in numbers, knowing that they are safest when with their own.

I guess I can claim instinct, that irresistible natural drive to be with those most like myself. I swear there was no malice in it, no more at least than a tiny twinge of revenge and pleasure. I wasn't first, anyway. Making one of my usual starts, I was just about the last beginner into the first corner.

By that time only the top of Harris's helmet and one handlebar were still above the mud. And *I* manged to miss those. I promise. ✪

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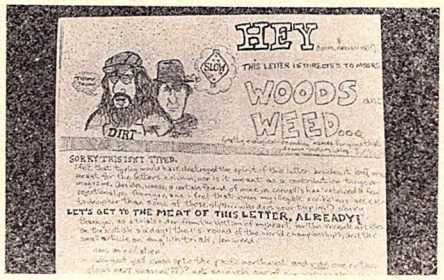
BITS & PIECES
by Len Weed

Magical missing color photo credits in the March Trans-Wrap. Page 36 was shot by Mark Kiel. And the dazzling chrome of the Jammer on page 35 was by staff man Blimpton.

* * * *



Bill Eckstein from LaGrande, Oregon, sent us this personalized invite to head north to Pacific Northwest Trials Association country. Trailing, trialing and fishing on the Santiam River. Sounds like an article coming up: Trout Fishing and Trials Riding in America.

* * * *

OFFICIAL SUZUKI SCHOOL OF MOTOCROSS

OHIO
Muskingum Valley MX Park, Zanesville, Ohio
April 20-22, April 27-29, May 4-6, May 11-13, May 25-27, June 1-3, June 8-10, June 15-17.

CALIFORNIA
Carlsbad, California
June 29-July 1, July 13-15, July 27-29.

TEXAS
Lake Whitney Cycle Park, Lake Whitney, Texas
Aug. 10-12, Aug. 17-19, Aug. 24-26, Sept. 7-9, Sept. 14-16, Sept. 21-23.

CALIFORNIA
Oct. 5-7, Oct. 19-21, Nov. 2-4, Nov. 16-18, Nov. 30-Dec. 2, Dec. 14-16.

All California schools at Carlsbad. All Ohio schools at Muskingum Valley MX Park in Zanesville, Ohio. All Texas schools at Lake Whitney Cycle Park, Lake Whitney, Texas. All schools are three days. Food and lodging included in tuition. Riders must provide their own bike for Ohio and Texas. Mark Blackwell supervises the schools, A.C. Bakken is assistant instructor. For more information, including possible additional school dates, write: Official Suzuki School of Motocross, 1320 Grand Avenue, Suite 12, San Marcos, California 92069; (714) 744-6490 or 727-4080.

* * * *

GARY BAILEY'S MOTOCROSS SCHOOLS

Sugar Tree Motocross Raceway, Axton, Virginia
June 20-24, June 27-July 1, July 18-22, July 25-29, Aug. 15-19, Aug. 22-26.

The above schools will be held at Sugar Tree Motocross Raceway in Axton. Other schools will be scheduled across the country during the season. For complete information write: Gary Bailey's Cycle Barn, P.O. Box 118, Axton, Virginia 24054; (703) 650-3030.

Gary, a former DB test rider who retired from racing early in '76, is one of the pioneers of motocross instruction in the U.S. He also wrote, with Carl Shipman, an excellent racing book, *How to Win Motocross*, published by H.P. Books.

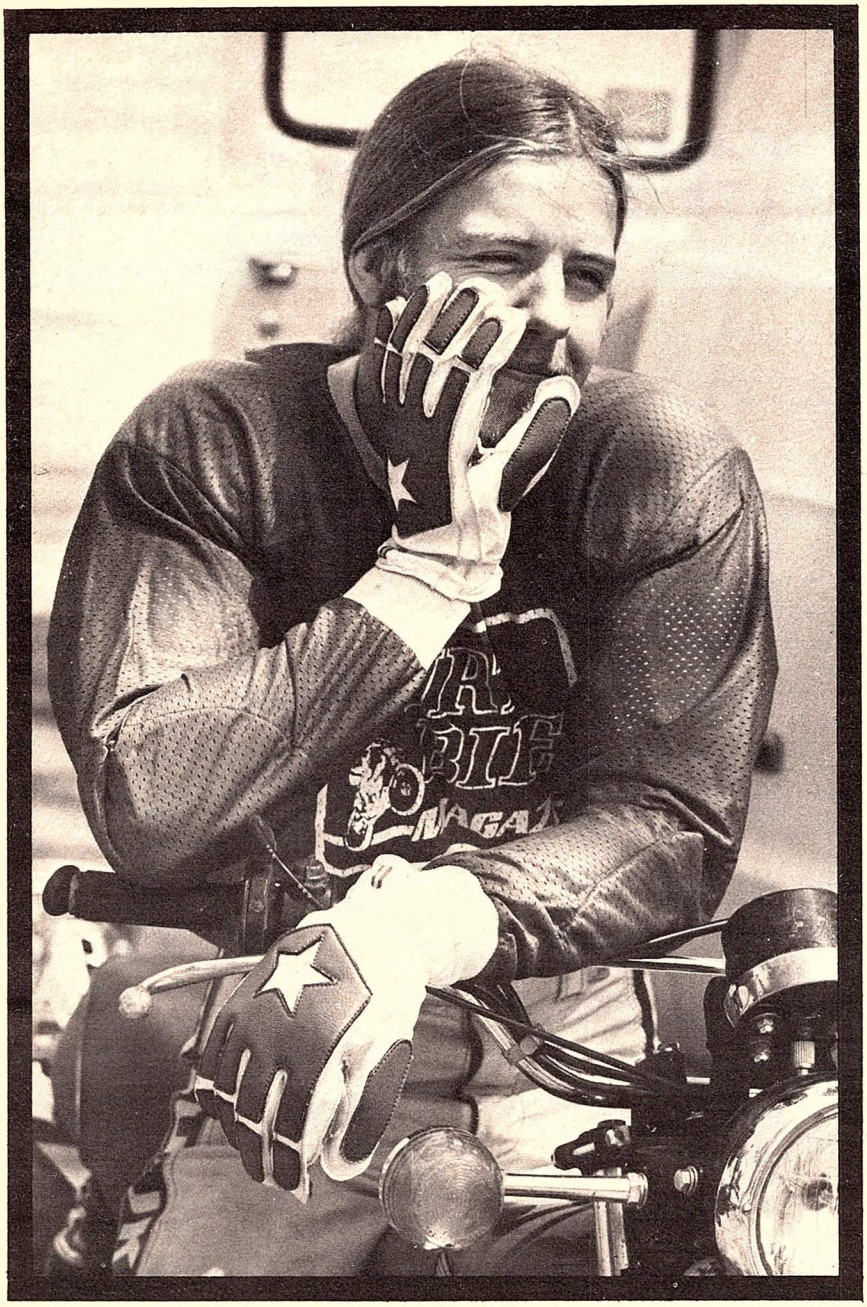
* * * *

RUSS DARNELL TEAM HUSQVARNA MOTOCROSS SCHOOLS

June 11-12	Barona Oaks, Escondido, California	(2)
June 20-24	Tipton Hills, Iowa	(5)
June 27-July 1	Byron Motosport Park Byron, Illinois	(5)
July 4-8	Indian Dunes Valencia, California	(5)
July 11-15	Roaring Branch Motorsport Roaring Branch, Pennsylvania	(5)
July 16-17	Roaring Branch Motorsport	(2)
July 20-21	Honda Hills Columbus, Ohio	(2)
July 25-26	Saddleback, California	(2)
Aug. 2-3	Road Atlanta Atlanta, Georgia	(2)
Aug. 6-7	Cycleworld USA St. Peters, Missouri	(2)
Aug. 15-19	McMinnville, Oregon	(5)
Aug. 22-26	Saddleback, California	(5)
Aug. 29-Sept. 2	Mosier Valley, Texas	(5)
Sept. 5-6	Indian Dunes Valencia, California	(2)
Sept. 10-11	Roaring Branch Motosport	(2)
Oct. 15-16	Diamond Back MX Park Cocoa, Florida	(2)

(2) two-day school (5) five-day training camp

Continued on page 21



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Circle Number 5 on Page 88

RIDERS WRITE

NAILED AGAIN

I have purchased your DIRT BIKE calendar every year since its conception. In my opinion your 1977 version was a step backwards. I was extremely disappointed to find that it requires two nails to secure it to the wall.

I am confident that you have a reason for the two nails, but I fail to recognize it.

Dave Schultz
Grand Rapids, Michigan

You caught us, Schultz, we're getting a kickback from the steel industry. — ed.

THAT SUZUKI AD, AGAIN

You MUST tell me how they get those RM Suzukis up in the air like that! Can it be that they have developed a trick computer to control the bikes? Well, I've got to go now, the only reason that I bother to write you guys anyway is that there's nothing else to do. Can't dance.

Don Clayton
Northridge, California

Have you considered tiddlywinks? — ed.

BRIBERY MIGHT HELP . . .

OK, you guys, what do DNF, WFO and DKW mean? There's a ten-year subscription in it for you, howsaboutit?

Dave Hogan
Worcester, Massachusetts

Alright already, Hogan, you've found our weak point. Anyone who DNFed while going WFO on a DKW would certainly be POed if he wasn't DOA. Let's have that sub. — ed.

DIRT BIKE AND THE MODERN MARRIAGE

My husband and I read your magazine every month. My husband lives by it, practically. He is a racer, and enjoys it very much. I read DB too, because I like to keep up with his interests.

I would like to suggest that you do an interview with the wife of one of the top racers sometime. It would be interesting for many of us to hear her opinions, and to match them to our own feelings.

Mrs. William R. Trano
Eugene, Oregon

Thanks for the thought, Mrs. Trano, we'll work on it. — ed.

AHEM . . .

I couldn't believe the letter I read in your January issue attacking your article on the Women's MX Championship. The article was fantastic. It was the first honest attempt at breaking away from the tired, factual, blow-by-blow race report. I hope you will continue to come up with ideas as good.

The writer of the letter should be more careful about what she jots down (her ignorance is showing). She seems to think that Sir James Garrett-Smyth is for real, and I'll bet a dollar to a busted clutch lever that she couldn't tell you what a chauvinist is without looking it up.

Terry Barham
Memphis, Tennessee

Shucks, Terry, we didn't know you cared. — ed.

TRIAL AND ERIK

What's with all the profiles on girl riders in your most recent issue? I mean, I like the ladies as well as the next guy, but that space could have been used on relevant material, like a shootout between the Zambisi 125 and the AJS Stormer.

Erik the Old
The obscure motocross tracks of the obscure state of Illinois

THE TIMES THEY ARE A-CHANGIN'

I am writing this as a disclaimer of my father's earlier letter. He's so old that he is starting to lose his leer

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and lecherous grin. On behalf of the entire Erik clan, I say: more articles about girls in DIRT BIKE! Bike tests and competition wrap-ups are a dime a dozen, but only in DB can we get pictures of women racers. Besides, everyone knows that the Zambisi is far better than the Stormer, especially out of the corners.

Erik the Young
Son of the has-been Erik the Old

DYNAMIC DUALS?

How come you guys are always talking about how dual-purpose bikes are so terrible? They're supposed to do two different things, you know.

Marty Barber
London, Ohio

Dual-purpose bikes aren't so terrible, they're just supposed to do two different things, you know? — ed.

ADVICE IS FREE . . .

We need help. This kid with a 1973 Yamaha 100 MX keeps blowing our boots off. We own Suzukis. What is wrong?

Bones and Ehli
Humiliation Alley, Oregon

The solution is simple. Buckle your boots. — ed.

HERE WE GO AGAIN

In response to a letter you received from Dawn J. Crees of Essex, England, I would like to make a comment.

I am a female rider, also age 14, here in Alabama. I would like you to invite Crees, for me, to get his poor afflicted butt over here and race me. I will literally knock the civilization out of him on the track. I am absolutely sure that he will then shut his bloomin' mouth. Nobody messes with no Lady from the South.

Wild One
Clayton, Alabama

Pass me my mint julep, I feel faint. — ed.

DBFQYA?

I have an idea. How about a DIRT BIKE famous quotes of the year award? My vote goes for this one:

"The tires touch down like a

Continued on page 24

Circle Number 8 on Page 88

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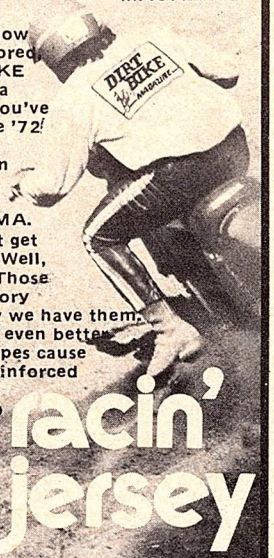
DIRT BIKE
MAGAZINE



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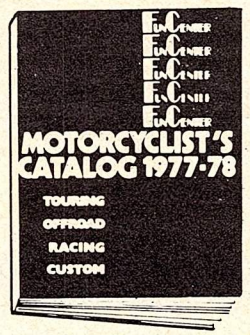

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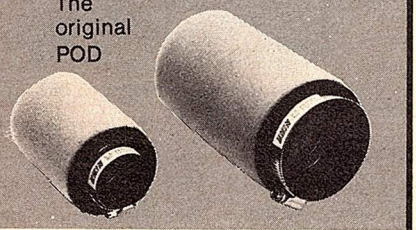

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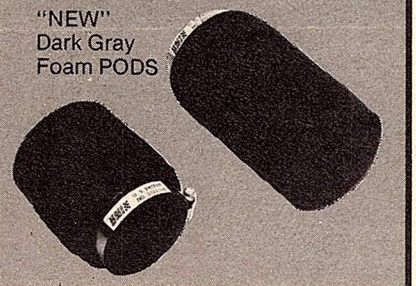

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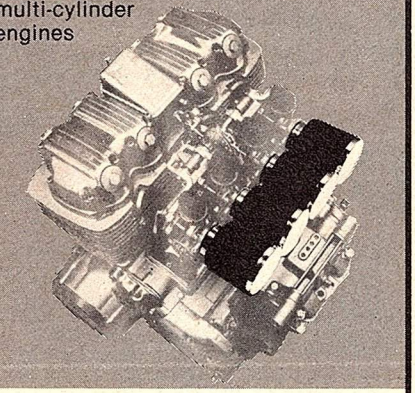

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Circle Number 10 on Page 88

ASK THE EXPERT
by Preston Petty

YZ NOT?

I own a 1974 YZ125. I recently read your test of Larry Shoemaker's kit vs. the Noguchi kit. Both have what I want, more responsive power. I am thinking of buying Shoemaker's kit, with a Skunk Works 38mm carb conversion and a DG up-pipe.

Do you think it is good to cross-breed power parts, or should I go all the way with one manufacturer?

Dale Gurst
Mesa, Arizona

Your mods sound good and I concur that the Shoemaker kit sounds like a good solution, and mixing up parts shouldn't cause any problems for you. For instance, the DG pipe is an excellent idea. But I think you are a little fat on the carburetor for a 125. You won't pick up anything on the top end and you'll lose a bit more in the mid-range. Stay with a maximum of 32mm unless you are only going to do drag racing. If you want a little torque for the corners, a larger carburetor will not *provide it as well as a 32; 38mm is a big hole.*

DT vs. RM?

I own a 1970 DT1 Yamaha. What I need to know is, how good is it? How does it compare to the newer bikes, like the RM250 Suzuki or others?

I know any bike is only a part of its rider's performance, and it is the rider that really counts.

Any information on this bike would help out a lot. Especially information as to where I could get a handbook.

Bill McNulty
Buena Park, California

There is nothing wrong with a DT1 as a cowtrailer, but it would not make a competitive motocross machine — it's no contest for an RM250. For sure, the rider's performance does make the difference, but that's only when comparing performances on comparable machines. And in the case of your DT1, you would be doing quite a bit. In the past there have been quite a few components made to improve the performance of those machines, but most of that is history now. I'm sure you can get a stock handbook from your friendly Yamaha dealer in Buena Park. I think your best bet would be to use the DT1 as a cowtrailer and practice machine to improve your stamina, and then get a newer machine that has the performance.

THAT'S *MISTER* 250 TO YOU!

I have a new Honda MR250. How do I jet it to achieve maximum performance? Also, I've heard about the S&W fork kit, but right now that is out of the reach of my pocketbook. Would you recommend converting to air forks? They are very popular in my area.

Gene Williams
Clinton, Mississippi

You would jet that carburetor just about like any other. If the plug is too dark or you experience four-stroking, you need to go leaner. The formula is the same with the main jet. The S&W fork kit is a reasonable improvement to that machine. The problem with air forks, although easy to install and change the spring pressure, is creating a linear spring using a small amount of highly compressed air. That means there will be a relatively small amount of resistance for most of the travel and then in the last portion, a very high effective spring pressure. If all that air compresses while the forks compress and the air pressure increases, it puts additional load to the fork seals and that tends to cause some sticking and additional drag on the fork legs. The trick compromise now, among a number of the factory racers, is to go to a lighter mechanical spring and significantly decrease the air spring pressure.

Continued on page 84

Circle Number 11 on Page 88

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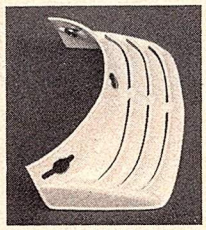

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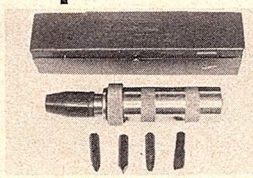

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A sound-powered communication system for double riders. Makes 2-way conversation clear and easy at normal tones — at any speed.

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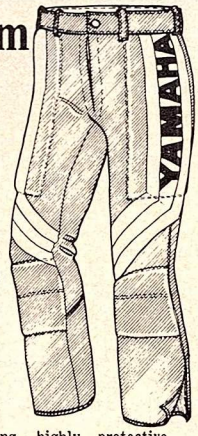

Excellent quality, smart styling, highly protective. Cycle name in heavy black lettering on both sides. Striping in team colors. Padded hips and knees, zipper legs. Available also without cycle name, in vivid red, white and blue striping.

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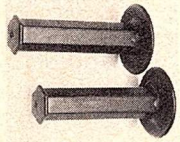

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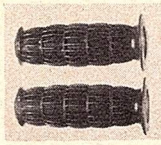

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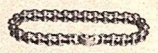

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For warm weather, a top-quality short-sleeve U.S.-made jersey. Cycle-action picture on chest. Buy several at this low price.

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Circle Number 12 on Page 88

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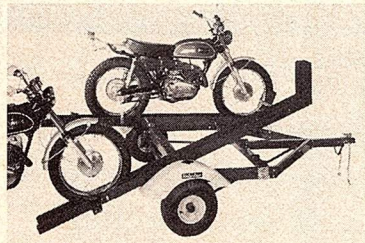

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Just tilt the runners, roll on your two-wheelers and chain 'em down. Coil springs with double-acting shocks—like those that have gone millions of trouble-free miles on famous Holsclaw boat trailers. Two models to choose from.

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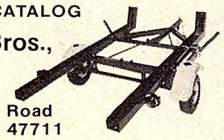

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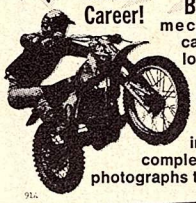

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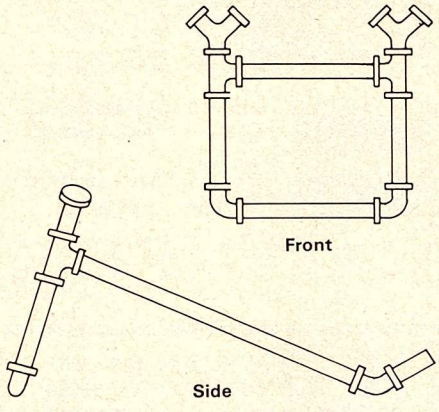
Circle Number 13 on Page 88

HOT SETUPS

Any excuses you may have are unacceptable. You have not been getting with the program. Well, admit it. Have you noticed that this column has been, shall we say, missing lately? Well, it's your fault and you should know it. We do not need an excuse. We have never failed to put you hep to the warmest info the very second that it is accepted into our memory banks. Our interesting facts, tidbits and modifications are gladly shared with you without asking. Tips that can save you time, money and, most important of all, frustration. No, we don't want to hear any excuses. We want Hot Set-Ups! Seriously hot ones, with descriptive black and white photos to match. We'll even pay you five dollars for them. Do it now.

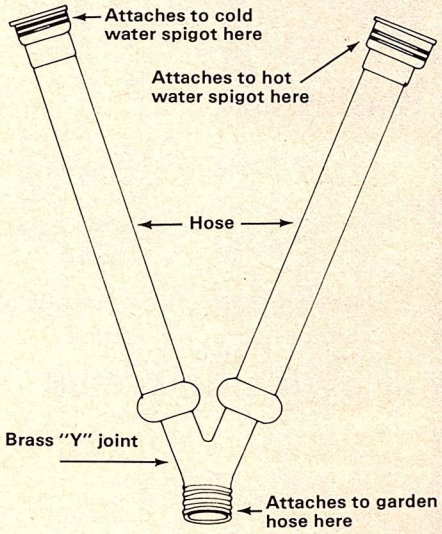
BUST YOUR BUNS, NOT YOUR LEVERS

Here's a hot one that's been around almost as long as the wheel. Although it has cooled for us and now seems as natural as pre-mix, it may be a blazing hot revelation to some of you. The trick is to loosen the clamps that hold the clutch and brake levers in place on the bars just enough so that when you fall they'll turn on the bars and not break the blades. This adjustment is critical. You surely don't want your levers running away from you when you need them. Thank you Ron Wrightington out in Lakeville for the reminder.



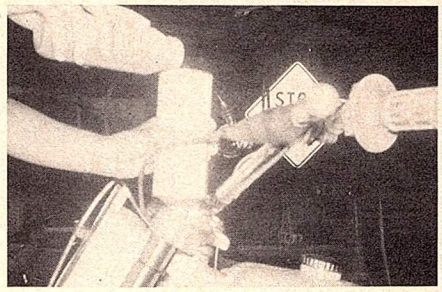
PLUMBERS vs. MILKMEN

Since Mike Dion of Costa Mesa didn't have access to a welder, he found that he could build a stand for his bike fairly inexpensively out of plumbing nipples and fittings. You merely purchase the pieces in the desired lengths and screw them together. A large pipe wrench and lots of muscle are recommended.



AS HOT AS YOU LIKE

After having his hose explode from running 190-degree water to his Jet-X sprayer, Scott Ison discovered a solution at his local hardware store. This standard washing machine hook-up item enabled him to regulate the amount of hot and cold water to get a suitable temperature. The clothes will have to wait. What's more important, the washing machine or washing a machine? Clever, those Californians.



FREE FUNNELS

Quite a while back we showed you how you could make dandy fuel-filling funnels out of gallon Sparkletts water plastic jugs. Remember? Henry Schnackenberg, way out in Montana, has discovered that an old fork fluid container is just the ticket for filling fork tubes. Of course you'll have to put the bottom of it to your can opener, but if there wasn't a little work

involved, you wouldn't appreciate it as much.

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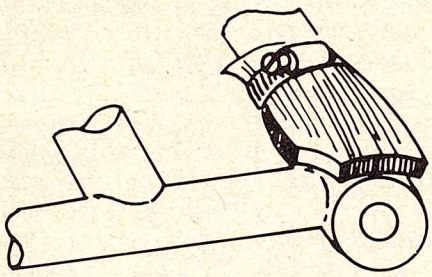
TANKS FOR THE HELP

Ah, the tragedy of it all, Dear Elmer sprung a leak! Yes, the left front seam of his spiffy custom cut and weld tank gave up the ghost during the last laugh-in trial. Epoxy wouldn't do it, and a trip to the welder's torch loomed frighteningly before me.

Then I discovered Flanders Tank Seal. It works! Not only does it provide a smooth and positive seal, but it sets very quickly (15 minutes does it if the tank is warm!) and should be a part of a trail rider's emergency supplies kit. Write Flanders Company, Department DB, P.O. Box 2297D, Pasadena, California 91105.



ROUND THREE IN THE CONTINUING FIGHT AGAINST CHAIN DAMAGE

Franco Cimatti (isn't that a moped?) of Florida came up with a quick and dirty way to save his swingarm from the evil doings of his chain as it passes by. Simply take a thick piece of rubber, plastic or whatever and hose-clamp it to your front swingarm tube. No mounts or bolts necessary.

Protect Yourself, You're Worth It!

JERSEY

If you're looking for the ultimate motocross jersey, then look no further. Made from the finest stretch nylon—no sagging or bunching. Includes cooling mesh inserts and protective arm pads. Colors are blue, red or black with yellow trim.

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Adjustable air ventilation ducts • Scratch resistant, replaceable, lens • Cushioned for face comfort • Contoured band brackets to fit over helmet • Wide, adjustable head band

Tony D. Professional Goggles includes a unique pack of 3 pre-tabbed snap-on, tear-off shields. And, a clean off cloth that's treated with a fog resistant solution.

GLOVES

Full House MX gloves have the right padding in the right places. Like between the thumb and first finger and over the entire palm. Freedom of movement where you need it. And, extra strong stitching so they'll stay together.

PANTS

Made from super-strong nylon and sewn up like a punching bag, they almost defy destruction. Elastic nylon inserts on waist, legs and across the crotch helps to mold the pants to your body so you have both the firm support and supple freedom you need. Also, there is shock absorbing foam in the knee pads. Colors are blue, red and black with yellow trim.

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Highly absorbent 80% orlon, 20% nylon • Fits sizes 10-13 • Extra high—23 inches from heel to the top. Plenty of sock to roll over or pull up over your knees (which Tony prefers).
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Full House boots will give you more support and comfort than you've ever had before. Speed laces that pull up evenly and easily. Four speed buckles. A molded sole that won't split from the shoe. Double shin padding. Available with enduro as well as motocross soles.

Tony D. National Motocross Champion

There's nothing more important than you—Right? Well, protection starts with the right clothing. The Full House line of MX wear is the result of a lot of design and testing that started with protection. When you touch, put on, and use Full House MX WEAR, you'll feel the difference. Tony DiStefano wears them and, Tony didn't become a champion by compromising himself—why should you.

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FUQUA SPORTS

Circle Number 14 on Page 88

Circle Number 15 on Page 88

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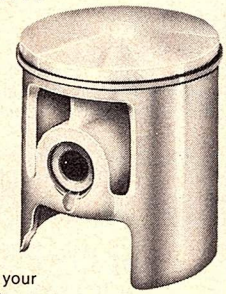

DG's new, die-cast CR Piston has added strength in dome and sides. Uses standard single Honda top ring so you can Boost Port and still get rings from DG or your local Honda shop. Available from STANDARD through 5th OVER, so all your old barrels are alive again!

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Circle Number 16 on Page 88

LEAVITT ON TRIALS

Address your questions to Lane Leavitt, c/o DIRT BIKE Magazine, P.O. Box 317, Encino, California 91316. Remember, we can't promise personal replies. For info about Lane's trials training camps write Norm Sayler, Donner Ski Ranch, P.O. Box 66, Norden, California 95724; (916) 426-3578. For info about Lane Leavitt trials accessories write A&A Manufacturing Co., 830 Kaynyne St., Redwood City, California 94063; (415) 364-4000.

If you've been here before you know that Lane believes in specialty trials to help the sport grow. Your trials editor had the opportunity to participate in two specialty trials organized by Lane late last year. Here's a mini-report.

On Saturday the Geritol Trial was open to any rider age 35 or older. It drew 48 starters. The oldest entry was 65, the oldest starter was 58. The winner was determined by adding observed score to the age handicap – one point for every year younger than the oldest rider. The sections were on the easy side to accommodate the less active riders, but still fun. Trophies were presented at the local beer and pizza parlor after the trial. There was even live music by Ozone and The Cosmic Debris. Dick Trott took home the winner's inscribed silver platter. Runner-up Derek Belvoir got a bottle of Geritol. First and second class awards were ten percent each. Third class awards, wood carvings in the shape of a Geritol bottle, went to the next 20 percent. The Matchless beat the AJS for the best classic ridden in the event award. The observed score leader got a bottle of Scotch. He was told it was a perpetual trophy; he'd better bring it back next year.

Sunday was a team trophy trial. No more than one Expert and one Amateur on each three-man team, plus a checker, who trophied with his team. Joe Masculine's crew took top honors. Lane took individual honors, just edging Eddie Haskill.

Summing up, the specialty trials weekend was especially fine. Try one sometime.

SLOW WRITER

I would have written sooner, but you know trials riders do it slowly. What did you think of Colorado's 1976 national round? What needs to be done to set up my new 350 Sherpa? What jets do you recommend for Colorado's altitude. I have a Bing carb. I have had trouble with the stock shocks bottoming out. What shocks and springs do you recommend? I weigh 165 pounds. What oil and mix ratio do you like? Any advice on riding thick, gooey mud?

John Shonle
Broomfield,
Colorado

I enjoyed the '76 round more than any previous round in your area. It was tough for the average rider, but all the top riders like a nasty one.

To set up a Sherpa; Lots of grease in the air box. Quality fork oil, I prefer Bel-Ray. Proper tire pressures. Make sure the air box has no small leaks. I confess that my bike is personalized, but there's no doubt in my mind or Martin Lampkin's that a stock Sherpa can win the world championship. Set your bike up to fit your build and riding style, but don't rush into anything just for the sake of making changes. Jetting for altitude is personal. Riders often don't agree. I used a 270 needle jet, a 125 main and a 25 pilot. Ask several of your local Experts what they do. The right combination is the one that works best for you. The standard Bultaco shocks are the best in the world. Rathmell has run them on his Montesa. A good alternative is a Girling or Koni shock with a 54-pound spring. The Telescos with 55-pound springs are also good, but they are no longer imported in the U.S. I use Bel-Ray MC-1 45 to one. For mud use new

tires, the highest possible gear and hit all cambers as straight as possible.

(Editor's note. Reader Shonle's photo of Don Sweet at that **Colorado** *national won the first prize in the DIRT BIKE PHOTO ALBUM last year. The same photo also appeared in the National Wrap-Up in the February issue this year.)*

POTATO TRAVELER

The stock fork springs in my '76 T ride the bottom half of the travel. I put in one-inch spacers which helped a little, but I would like to know what accessory springs to purchase. I weigh 210 pounds.

The Girling shocks with 54-pound springs I purchased at your school work great.

Next question. Should practice be through sections or is riding the obtacles one at a time the way to practice?

Keep your column going. Trials riders need more coverage in national magazines such as DIRT BIKE

I hope you have the schools again in Donner this year. Jamey and I really enjoyed it. I plan on bringing several Boise trials club members with me.

George Batterman
Boise, Idaho

I'm really pleased you enjoyed the school. It should be bigger and more diversified this year, provided the national calendar doesn't conflict.

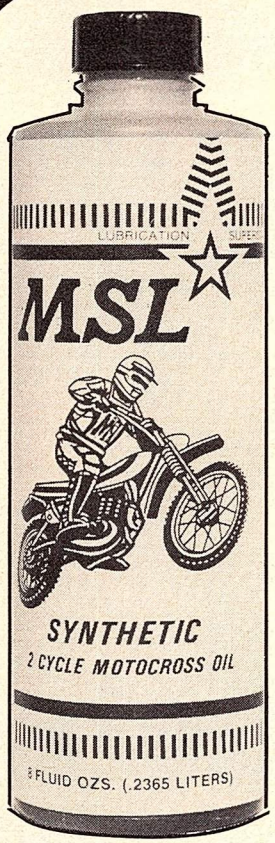
The director, Norm Sayler, plans to include other name riders as instructors. You may be able to choose between Marland Whaley, Mark Eggar, Bernie Schreiber and Debbie Evans. Final plans have not yet been firmed.

The only way to find the perfect spring for you is through experimentation. One rider might lean back while riding while another may move more forward. The two different styles can require a different spring rate.

Try a set of the stiffer Matador springs. Many riders go to 18-inch, 18-pound S&Ws.

Practicing is good, no matter how you do it. Just don't continually repeat the same

Continued on page 17



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Circle Number 17 on Page 88

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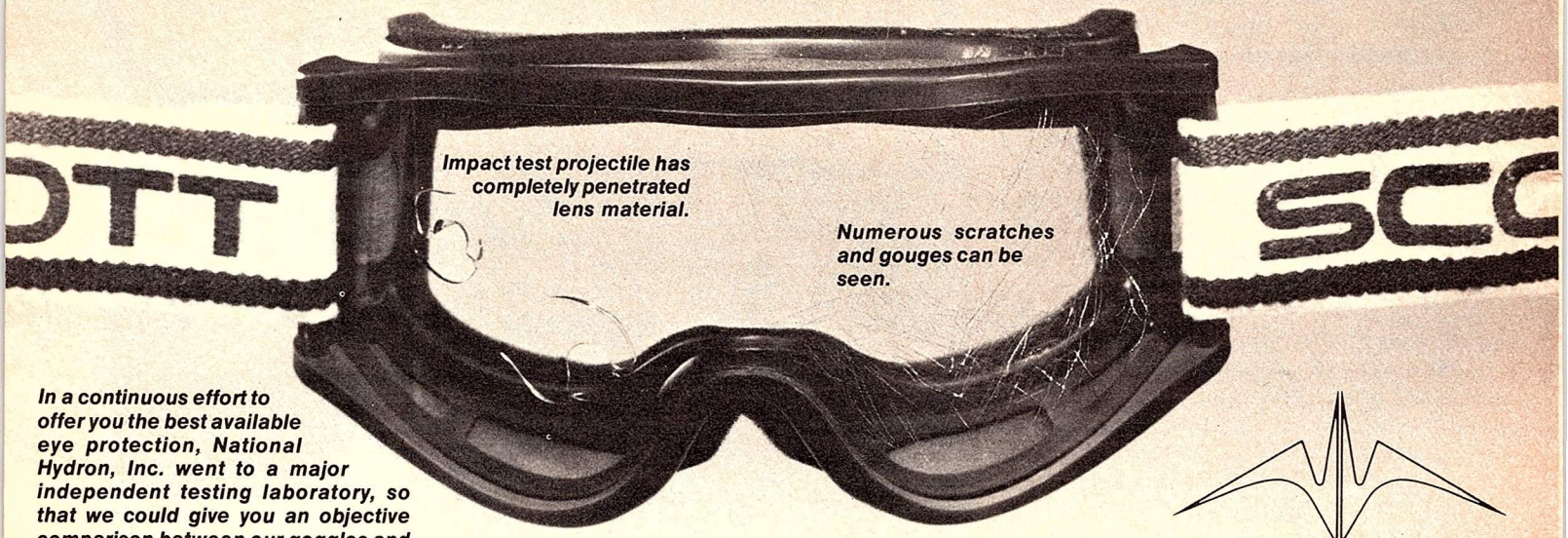
Circle Number 18 on Page 88

Ours!

theirs.



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things. I find running through flagged taped sections really helps. On the other hand, that one big log, turn or hill isolates riding problems and is the quickest way to iron out the bad habits. Do both and you're dabs ahead.

TRIALS PANTS

I'm looking for a good set of nylon and/or leather pants for trials riding. I have a full-coverage suit but I need something more comfortable to wear in hot weather. On pages 77 and 79 of the September issue of DIRT BIKE Mike Griffitts is wearing a set of pants that seem to be what I am looking for.

Carter Fields
Alexandria, Virginia

Bill Walters makes a pair of nylon riding pants. They basically are motocross pants (with light, removable hip pads and shin guards) given a roomier cut for more comfort for trail riders. (Bill Walters Leathers, 7359 Varna Ave., North Hollywood, California 91506.) Mike Griffitts was wearing the pants from a jogging suit. Sears, Penneys and similar department stores and sporting goods stores sell them. Mike's were triple-knit acrylics, brand name Winning Ways. I like to wear coveralls with little or nothing underneath. Knobby Shop International, Box 1592, La Jolla, California 92037, sells the Jaybird lightweight cotton trials suit sometimes worn by Marland Whaley. B & B Specialties, PO Box 9364, Marina del Rey, California 90291, sells the Sammy Miller cotton suit worn by Bernie Schreiber at the California nationals. The blue and yellow suit I was wearing on the Ossa in the August, '76 issue was a Happy Time, which is not imported to the U.S. It's the suit Vesterinen helped develop. I may eventually import a lightweight riding suit. If I do, you'll hear about it here.

BYE BYE BERMS

I am the proud owner of a

Continued on page 73

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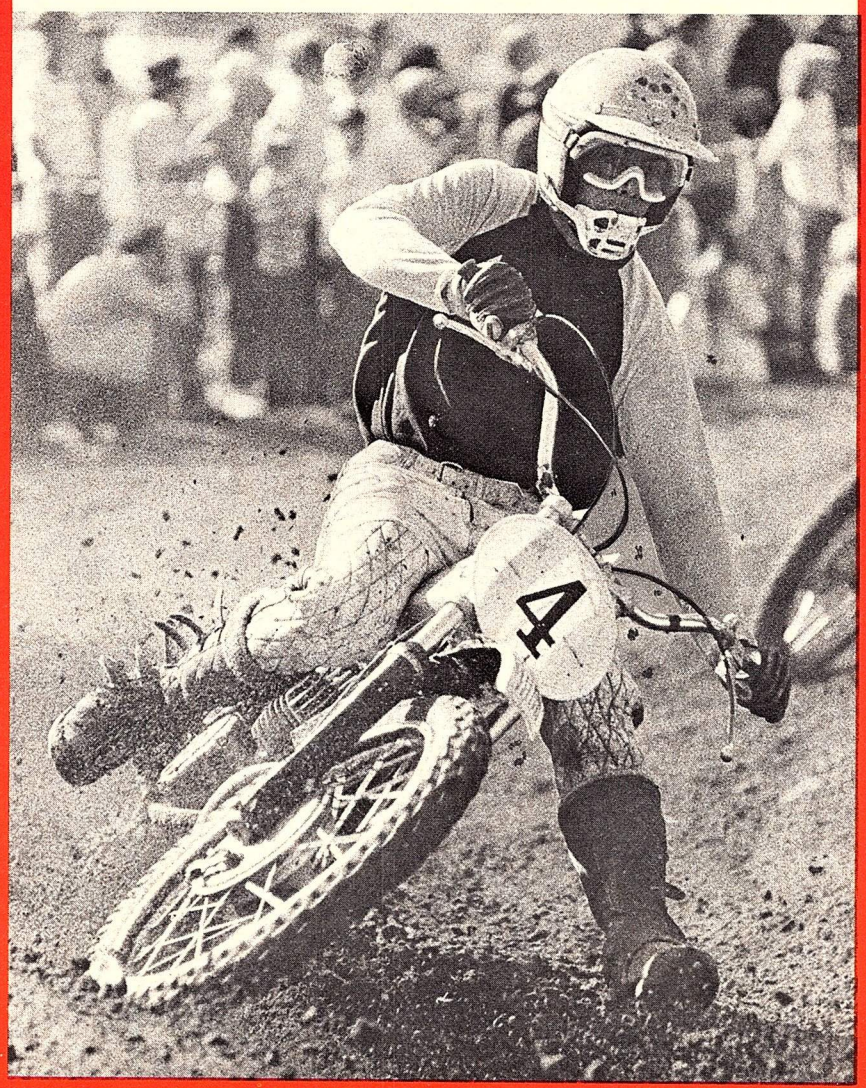
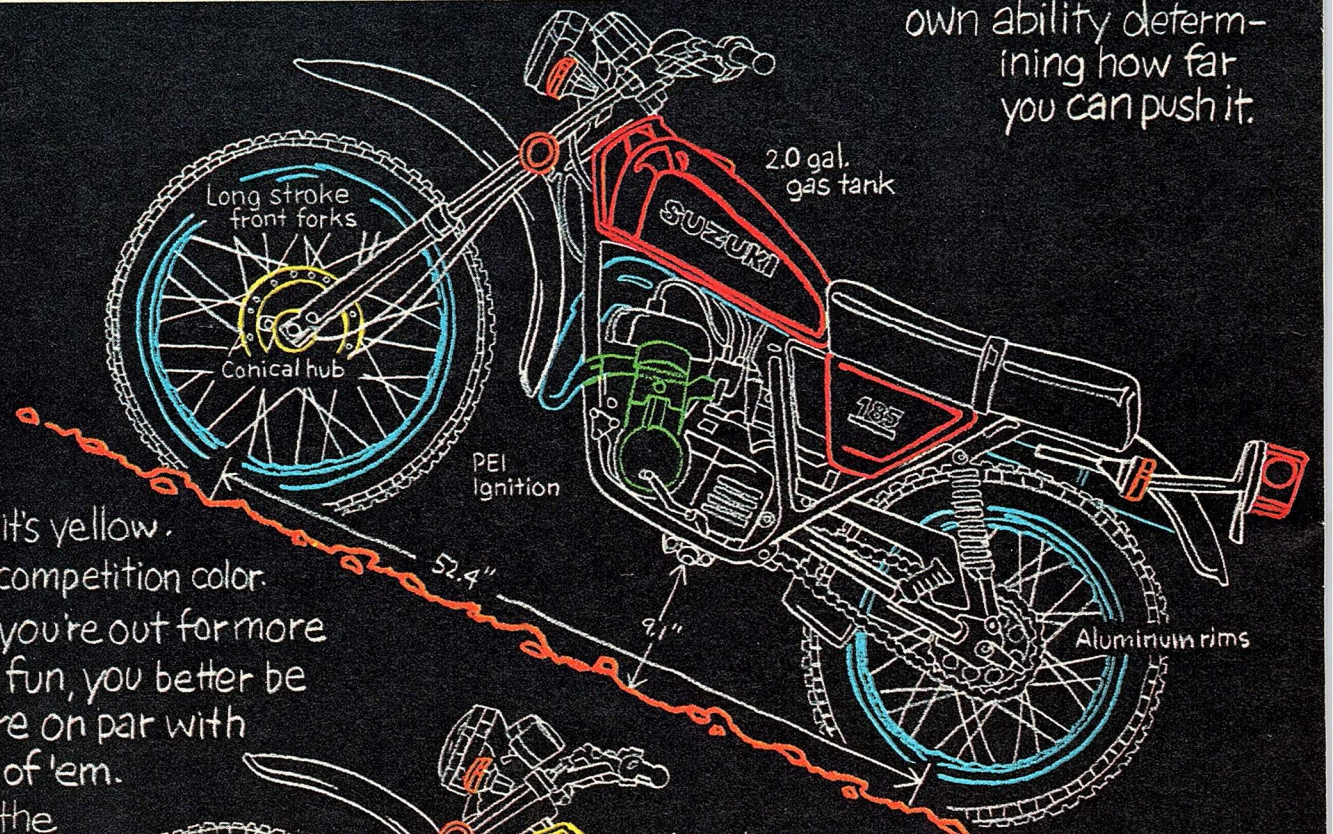


Circle Number 20 on Page 88

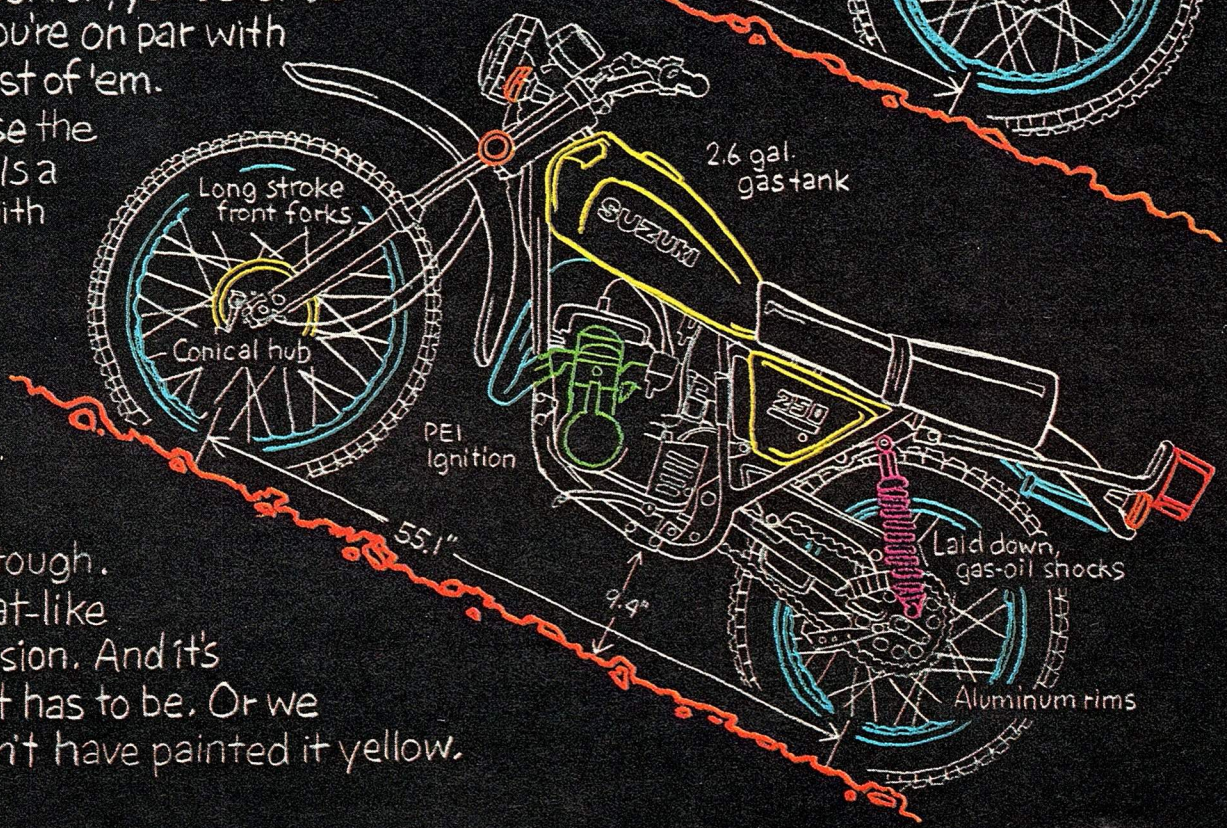
Circle Number 19 on Page 88

THE ROMPING-STOMPING ALL NEW TS185 & TS250

TS185: If you're ready for some real fun, for challenging the trails and streets like the champs. Suzuki's all new TS185 is for you. It's powerful yet light and nimble. And it'll haul you over tar, through mud, and rutted trails with nothing but your own ability determining how far you can push it.



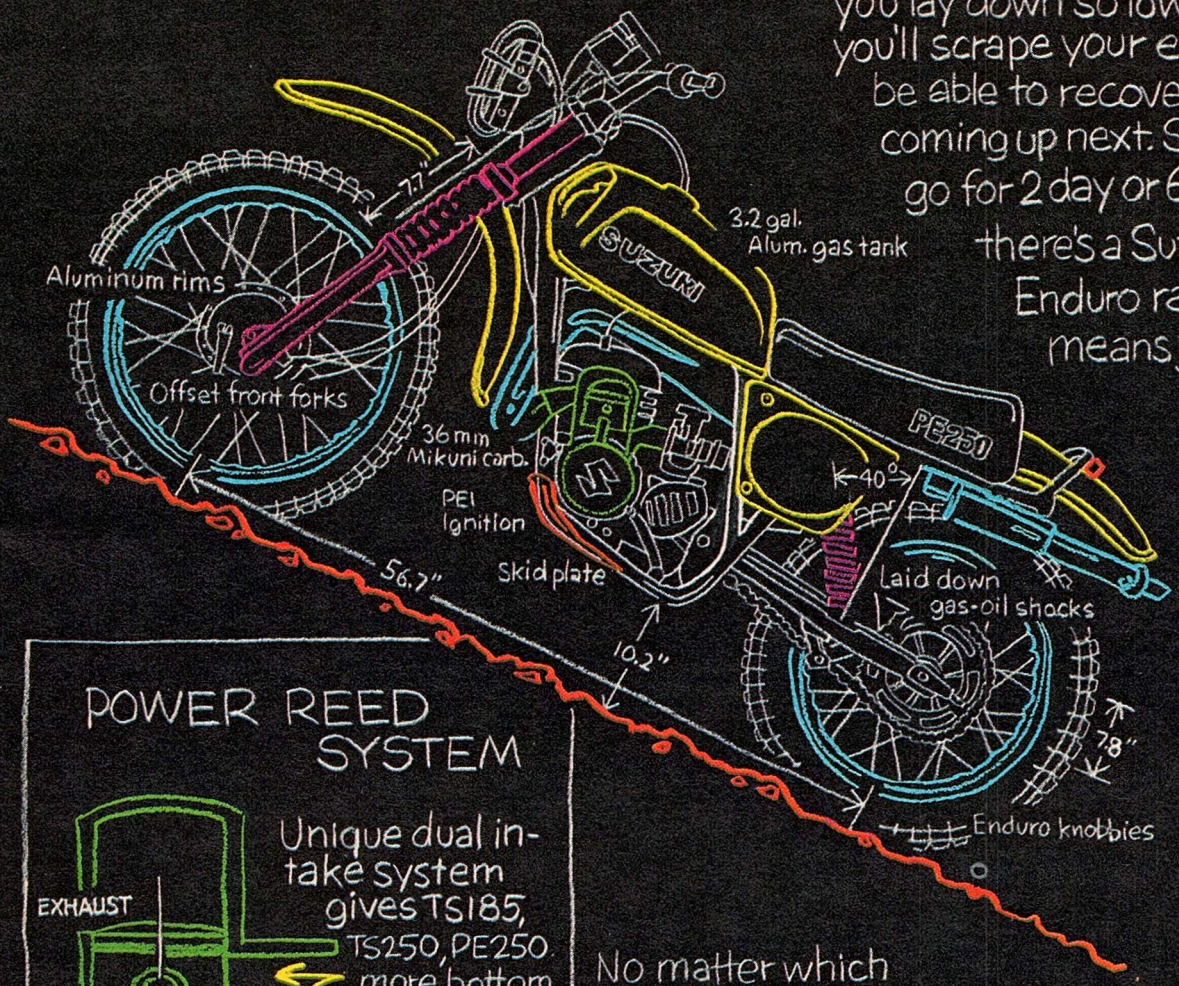
TS250: Of course it's yellow. That's our competition color. So, when you're out for more than just fun, you better be sure you're on par with the best of 'em. Because the TS250 is a Moto with lights.



Agile. Super tough. With cat-like suspension. And it's fast. It has to be. Or we wouldn't have painted it yellow.

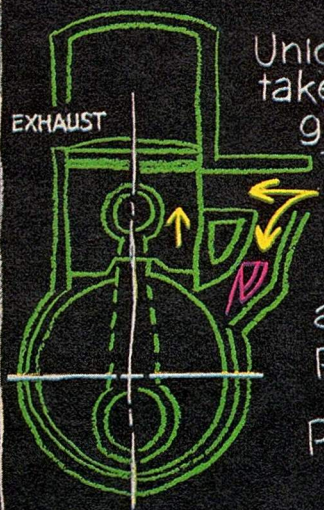
THE THOROUGHBRED: SUZUKI'S ALL OUT COMPETITION ENDURO. THE PE250

PE250: A pure Enduro. Vibrant Suzuki yellow. For a pure racer. That'll sneer at competition. With a top end that'll stand your hair on end — Low end torque that'll dare you to hang on. And if you're really a pro, the suspension will let you lay down so low in the corners you'll scrape your elbows - and still be able to recover for whatever's coming up next. So whether you go for 2 day or 6 day trials, now there's a Suzuki pure bred Enduro racer. And that means just one thing. If you're rider enough, you'll win.



The PE250 Enduro is intended for competition use only. It is not intended for street use.

POWER REED SYSTEM



Unique dual intake system gives TS185, TS250, PE250 more bottom and mid-range torque and maximum power throughout entire power band.

No matter which Suzuki On/Off road bike you get: the big bore TS400, the Dual-Range Trans. TC's, the all terrain RV90, the all new PE250, or anything in between, you'll be riding the best. And that's something the other guys will have to worry about.

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Buy a new Harley-Davidson Street or On/Off Road 125, 175, or 250 cc motorcycle between April 15th and June 1st* and you can take your choice of either one.

The Cassette Recorder is a high-performance model that plays and records from AM, FM, Aircraft and Weather bands. And comes with both a built-in condenser mike and a high-sensitivity remote mike.

The trailer has a 700 pound capacity and is especially made for carrying lightweight motorcycles. It comes equipped with all lights and a double set of safety chains. Or, if you'd prefer, we'll give you a gift certificate worth $100 in Harley-Davidson rider accessories.

Why? Because we've grown tired of listening to guys who didn't know we made lightweights ride around explaining to their friends that someday they were going to "move up" to a Harley-Davidson super bike.

The point is, it's a nice idea, but you don't have to wait until "someday". On your way up to a Harley-Davidson, you could be riding one.

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*At participating Harley-Davidson dealers.

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BITS & PIECES

Continued from page 21

Additional schools and camps may be scheduled in Arizona, Hawaii, South Dakota and other states. For complete schedule and details write Russ Darnell Team Husqvarna Motocross School, 14851 Genoa, Sylmar, California 91342; (213) 249-5032 or 367-1722. Russ Darnell Schools bear the DB Good Bermbusting Seal of Approval.

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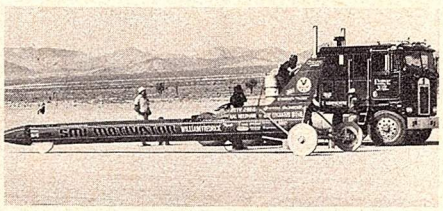

Feature story in the current issue of SALT BIKE Magazine: *Girl goes 618 mph, attempt to break sound barrier foiled by barristers.*

Kitty O'Neil, a member of Stunts Unlimited, bettered the world female land speed record of 308 mph (321 mph highest speed) for the flying kilometer (5/8-mile). She recorded an average of 512.71 mph for her two runs back and forth across Alvord Dry Lake in Oregon.

She was driving a 48,000 horsepower rocket fueled by hydrogen peroxide. The three-wheeler, 38 feet long, weighing 1½ tons, is technically classified a motorcycle because it has less than four wheels. Its time for the quarter-mile is three seconds with a terminal velocity of about 400 mph. The rocket was built by William Frederick of Romatec Research Laboratories in Chatsworth, California. Estimated terminal velocity is 850 mph. It has been aerodynamically tested for 1250 using a nitro injection booster.

O'Neil, 28, was a world level diver in her teens and set a since-broken record of 104 mph on water skis in 1970. She has also raced drag boats, fuel dragsters and sports cars.

She planned to go for Gary Gabelich's existing world record of 622 mph (631 top speed) after reaching a top speed of 618 mph during a one-way one-mile run. However, a toy development firm with a marketing contract with motion picture director Hal Needham, also a member of Stunts Unlimited, threatened to get an injunction, claiming that Needham was supposed to go for the overall record. Further world record attempts are planned for a future date.

* * * *

North American Trials Council happenings. The May 29th world round was awarded to Michigan. (Canada has a world round the following Sunday.)

Entry info for national and world rounds is available from the AMA, P.O. Box 141, Westerville, Ohio 43081, Attention: Al Eames.

Continued on page 80

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THE WORLD'S FINEST DIRT BIKE ACCESSORIES COME FROM HI-POINT .....

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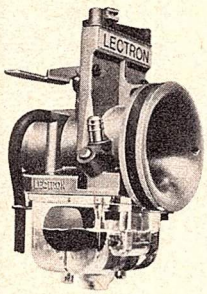

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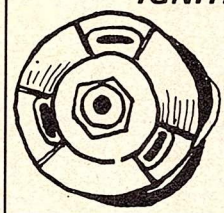

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Circle Number 21 on Page 88

"This dramatic stop-action photograph gives no hint of the embarrassing incident about to take place."

Dear Hodaka: Your "Road Toad" is all the dirt bike I need!

"No offense to the guys who name your bikes, but I think they blew it on this one!

"Sure, the Toad is street legal. But calling it a road bike is like calling an exotic European GT an economy car — it may get good mileage, but that's not the main reason for having one!

"*My* reason for having a Road Toad is simple: I think it's the best thing going for what I like to do, which is explore back country trails. It's at home in the dirt like the best pure trail machines I've tried, but when I have to cross a stretch of civilization the fact that I'm legal on the street comes in mighty handy!

"I checked out a lot of bikes before I bought my Road Toad. Compared 'em feature for feature and spec for spec. Learned some interesting things, too. For instance, you don't have to go to big displacement to get exciting performance. But if you stick with a light, maneuverable 100cc, you might get stuck with a kid-sized frame.

"That's why I like my Toad so much. It's big and comfortable with plenty of power, but it still handles the tight spots almost like it's a part of me.

"Another thing I like is what the Toad does to people's ideas about bikes. They see a 100cc dual purpose machine and figure it must be a little on the tame side. They get surprised a lot (I've left my share of 125's in the dust).

"*I've* even been surprised a few times. Like once when I was demonstrating some *real* riding to a certain lady friend. I came blasting through this little stream, and before I hit the far bank I downshifted and grabbed a big handful of throttle. Very impressive stuff, for sure, but I wasn't quite ready for all the power the Toad can crank out. When the back tire hit solid ground and took hold, up came the front end and . . . well, just say the demonstration ended a little sooner than I planned!

"No question about it — the Road Toad is one hell of a dirt bike. With one oddball name!"

The No-compromise Compromise

To some people, street/trail bikes are a kind of unhappy compromise — not really at home either on the road or off it.

We say nonsense. As you might know, our background is mainly in trail bikes. In fact, Hodakas have earned an enviable worldwide reputation for off-road performance and dependability. We're proud of that reputation, and we're not about to do anything to change it. So when we decided to build the Road Toad, we were determined not to sacrifice its performance *off* the road.

Moral: We don't compromise, so why should you?

Beginning Toadology

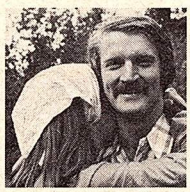
Maybe you already own a street bike that you like just fine, but you're finding that the idea of trail riding appeals to you more and more. Say you're not out to race — you just want to spend some time off the asphalt enjoying youself. What do you look for in a bike?

Somewhere near the top of your list you'll probably put performance, dependability, and comfort. And the Road Toad is loaded with all three.

The Toad's Performance comes from the 100cc oil injected engine and rugged 5 speed gearbox. Together they give truly amazing pulling power over an extremely wide speed and RPM range. So you've always got instant throttle response — whether you're really scrambling or just poking along taking in the sights.

Dependability comes standard with every Hodaka, and the Toad is no exception. Hodaka Dependability starts with a time-tested design that's sturdier than it has to be, and ends up setting incredible endurance records like Frank Wheeler's: ten thousand miles around Australia in 21 days — on a Hodaka 125 loaded down with 6'6" of rider and 200 pounds of gear!

Hodaka Comfort starts with a man-sized frame that won't cramp your style, a rear suspension that sets up six different ways for different load and riding conditions, wide 35½" MX-type bars, and steering geometry that's designed so you don't need a wrestler's arms to keep the Toad pointed in the right direction.



Comfort means freedom from eye-strain, too, so we gave the Toad a powerful headlight with an electronic voltage regulator for steady, even brightness. It also means peace of mind, which is why our extra-big 2.8 gallon tank is there (check the tank sizes on the competition).

Advanced Toadology

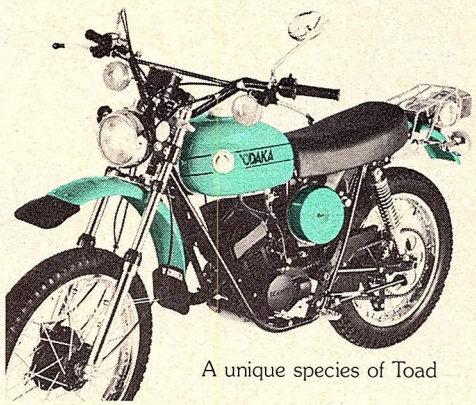
Now that you have some idea of the philosophy behind the Road Toad, we'd like to call your attention to a few of the many refinements that help turn that unique philosophy into a truly unique motorcycle.

Take our Alumiferric cylinder, for example. We use a special patented process that lets us make the cylinder liner *and* all the port passages out of a single Mehanite iron casting. Then we bond the aluminum outer jacket (which contains the cooling fins) around the iron center. The result is a cylinder that has the long wearing properties of cast iron with the improved cooling of aluminum.

The Toad's engine also features reed valve induction for more torque at low RPM, and a big 26mm Mikuni racing carburetor that helps deliver the Toad's hot top end.

The drive train uses a heavy-duty DAIDO chain protected by a braced guard with a tough nylon idler. An oversize rear tire puts all that Toad power where it belongs, while the big front shoe with conical hub brake gives you stopping and turning power to match the Toad's go power. And the rim locks front & rear and extra heavy-duty 9 gauge spokes let the Toad take hard knocks without breaking its stride.

There's no lack of convenience features, either — with a sturdy luggage rack, enduro speedometer with trip mileage meter, mud flaps, large tool box with tools, turn signals, mirror, kill button, and oil level dipstick all standard equipment.



A unique species of Toad

The Clincher

How much will it set you back to sit on all this class and refinement? Well, during Hodaka's inventory clearance sale, you can bag a Toad for only about $529! (suggested U.S. retail at West Coast port of entry, not including transportation, dealer setup, state & local taxes.) Better hurry, though, because they won't last long at these prices, and chances are they'll never be this low again.

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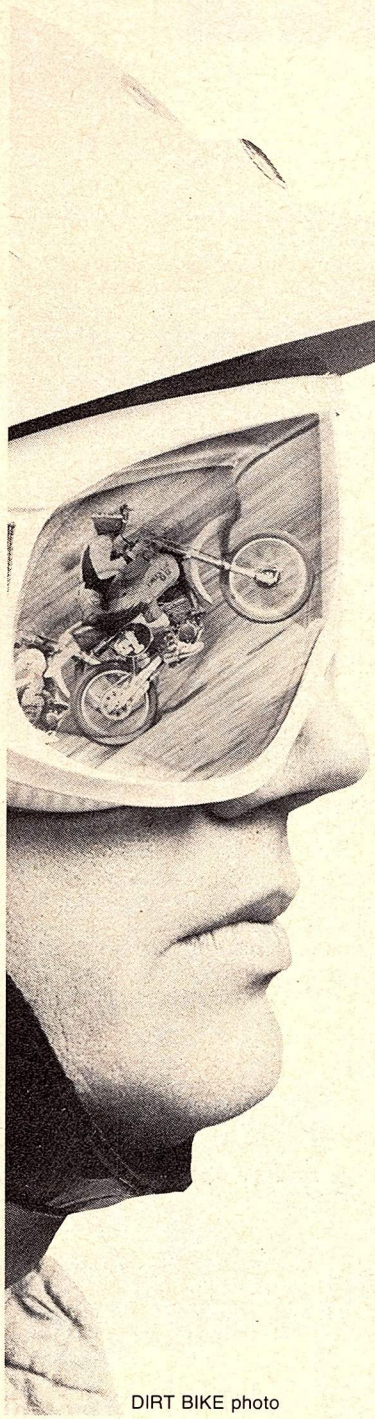

DIRT BIKE photo

If your head's in dirt, UVEX keeps your eyes open

Weekend trail blazer or top competitor, you'll appreciate UVEX... built expressly for off-road riding by the world leader in goggles.

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Grand Prix, a superior racing goggle for these reasons...

- Flexible frame, cushioned velour face liner.
- Clear no-scratch plastic-glass lenses. Smoked lenses optional.
- Adjustable air vents.
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World Cup/TS, a top model for racers, fits over Rx glasses...

- Gold-green plastic lens enhances depth perception in dull light, cuts glare in bright sun.
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RIDERS WRITE

Continued from page 9

campfire girl's incisor on a freshly toasted marshmallow, and then launch again like so many handkerchiefs at a bon voyage."

DIRT BIKE magazine knows how to flip me out!

Paul Cole
Hudson, New Hampshire

OK, Cole, you've got it. Any readers with a favorite DIRT BIKE quote, send them in. Whichever of our staffers gets the most votes for quotable quotes will get his typewriter cleaned for free or something. — ed.

A HUMBLE APOLOGY

In an earlier letter I criticized Schoon's and Woods' story. Now I realize that their writing is like Jethro Tull; you have to go over it three times to understand, and it's really good. I apologize.

Bruce Hyer
Lake Oswego, Oregon

OK, Hyer, you're forgiven. Just read this letter three times and everything will be all right. — ed.

PROBLEMS, PROBLEMS

I have a 39-year-old problem, it's my dad. He won't let me race cycles for certain reasons. Mostly, he thinks that racing is too dangerous. Would you please print this in *Riders Write* and explain to him that it doesn't have to be dangerous.

Joe Hageman
Estherville, Iowa

Well, Joe, our feelings are probably pretty obvious. In any sport there is an element of danger, and how serious that element is for any one person depends more upon that competitor's attitude than upon anything else. Danger, in motorcycle racing, occurs when the racer takes out his brains and leaves them in the toolbox. — ed.

HONDA DREAM

Your cover on the Type 2 Hondas was really fine. Do you think Santa Claus might bring me one next year?

John Cobb
Anaheim, California

Listen, Cobb, if Claus could get one, do you think he'd still be riding a sleigh? — ed.

Circle Number 23 on Page 88

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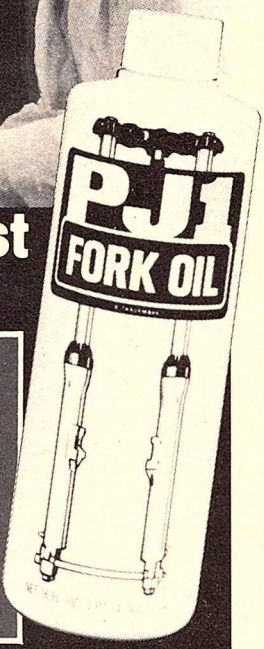

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THE WHOLE

Getting lost in the desert for love or money?

The intended object of this article was to shed a little light upon the enigma which SCORE racing has represented for years. You know, down and dirty motorcycles versus cars racing, man against the terrible elements of the desert, or what have you. Your reporter set out to discover the nature (from cause to result) of an increasingly popular form of competition.

In that case, let's start this off by saying that despite his uncommon sobriety and general noble intentions our word-wielder came away far more confused than upon his arrival in Parker, Arizona. Not necessarily disdainful, awe-struck or weary; just baffled. Why, at this very moment his eyebrows are piled in the corners of his eyes like sediment at the San Andreas fault. His ears twitch while he nervously nibbles upon an oatmeal cookie. Whahappened?

Take Parker itself, nestled on the artificially bulging banks of the Colorado River, the very lint between the toes of Los Angeles: Interstates 10 and 40. 1,948 people farming a little, retiring some, and serving the wants of the L.A. gringos out for a romp on "the river." Surrounded on all sides by desert in most of its manifestations: sand, rocks, shrub and cactus. Joshuas occasionally, saguaros more frequently and good representation from Arizona's innumerable small desert succulents. Beautiful rock scapes loom over the river, their colors working the width of the red spectrum in the world's most spectacular sunsets. But more than anything else Parker is one of the hottest spots in America, year-round.

On February 11, the day of the running of the Parker 400, the thermometer accommodated with a morning chill of 50 and an afternoon high in the 80s. By May Parker's mercury will climb into the 100s with boring regularity. Not what most of us would envision as nirvana, but for a growing number of weekend denizens Parker is that concept incarnate.

Some 15-20,000, the bulk from Southern California, migrated for the weekend, bringing throngs of motor homes, campers, trailers and, of course, the two- and four-wheeled off-road vehicles. The masses of the entourage flowed out from the motels of Parker into the surrounding desert, circles sprouting like paranoid settlers. The streets were jammed with frequently unlicensed two- and four-wheelers, most with, at the most, a visual condescension to silence. Meanwhile, local cash registers jingled and the police happily settled for directing traffic.

Rolf planted himself dead center on his Husky and let it rock him home.

Da winners.

Deep within the traffic jam lay the Bluewater Marina, home of the SCORE race center. Here, on Friday, the entrants, some 40 motorcycles and over 350 cars, spent the day wandering sponsor's lane picking up appropriate stickers entitling the pilots to contingency money, and finally, as the sun crept away, came the harrowing passage through technical inspection. Here

DAM THING

by the staff of DIRT BIKE

sloppy mechanic/tuners such as Carl Cranke and Eric Jensen made up for their negligence by safety wiring spokes. At a distant corner lay the motorcycle section of the impound area, not dissimilar to the fire-breathing act in the corner at the circus.

Amidst the ever-present hordes of

Bob Balentine spurts rocks on the 250 winning KTM in California.

beer-drinking onlookers, obviously quite rapt at these mysterious goings-on and flowing with the shoulder-bumping confusion, our heroes made their way through pomp and circumstance and put their scooters to bed. Then, before the sun could tickle the horizon, they made their way, by escort, to the outskirts of town for the 6:00 a.m. start.

In ten-second intervals, from big to little, the riders departed down a few miles of asphalt to turn up the first sandwash into the rising sun. There were Larry Roeseler and Brent Wallingsford on 390 Huskys, riding for Husqvarna. Teammates Rolf Tibblin and Jack Johnson waited across the Colorado to pick

Then Tom Kelly brought it in through Arizona. In background sponsor Ted Lapadaikas goes for the champagne.

things up for the California loop. John Hateley thundered off early, on his way to hand off to Al Baker. From there the riders' list trailed off through the notables: Cranke, Jensen, Fero, Blackwell, to the SoCal desert hotshoes and finally, it seemed, to the boys out for a nice trail ride.

A few hundred yards into that first wash the pecking order began to settle. The overzealous over-geared and had a devil of a time managing to pull fourth after the shift from third. The Husky Huskys blurbled and blorched under their rich jetting and 17-tooth counter-shaft sprockets, but 390cc quickly won out and they skittered off to adopt their rightful front-running positions. The Baker Honda growled and Hateley got by in a squirt. His lead stretched with consistency for most of the first leg. The gang followed. Tom Kelly pushed a 250 KTM forward to be the front-running 250 and Cordis Brooks pushed his brother's 400 KTM into a boulder while riding blind into the dust-shrouded sunrise. The KTM came out somewhat shorter, and Cordis severely shaken. Among the small-bores shifting continued and Carl Cranke put a very quick 125 Penton out front on the clocks.

Down the way at check seven Hateley was in such a hurry he missed greeting the Great Powerline Road Crunching But Yellowish-Brown DIRT BIKE Truck. Both Huskys swooped by in form and the Kelly/Balentine KTM was crisp and moving. Slightly later Cranke whistled through on his 250ish 125. The Maico Qualifier ran well.

Back down the powerline road the GPRCBYBDBT got shaky knees, but there was a race to cover and our man was off for the California side still looking for the elusive picture of the leader. Careful not to be evaded again by riders not limited to a 55 mph speed limit, he picked a spot sufficiently far down the way to precede the leader's passing. Tuning into the local radio station's race coverage provided much information. "In class 6, Freddy Shmerdy and George Swill-gut have failed to reach the first check and we'll keep you informed on that. A motorcycle has turned the fastest time for the first loop, 107 miles in 1:48:12. We can be sure our cars will be here soon."

Photo spots were investigated, the radio station listened to for similar revelations, and the race program read cover to cover. Did you know that there were $110,000 worth of contingencies posted for the Parker 400? The nerve-racking wait was finally punctuated by a blurbling Husky. Down the hill and over the humps and around the turn and up the hill and over the hill and down the hill, it was Rolf Tibblin sitting comfortably aboard the Roeseler/Tibblin bike. No one else in sight.

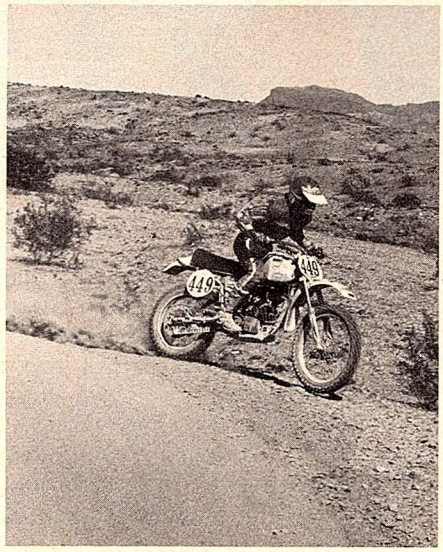
At hill bottom Rolf swept wide in the corner in a wobble, punched a rock, got both feet off the pegs, did a little handstand and gassed it. The Husky went blurp, brupp, flurt, braaaap. Rolf regained composure immediately and settled back to the business of leading the Parker 400 by over 20 minutes.

Finally Bob Balentine came by on his hot 250 KTM looking more in a hurry than Rolf. Slightly later a four-stroke sounded in the distance. Was it Baker finally making his way on the Honda? No, a Yamaha, a Cucamonga Yamaha. Running high but the thumper was in its death throes. And just seconds behind Bob

Rick Finger pilots the Finger/Secor Husky 250 to third overall.

Rutten chased on the Dale's Cycles Harley-Davidson. Over in Arizona Bruce Ogilvie waited to make a run on the Balentine KTM for 250 honors. Later and more bikes passed. The riders were tired and rear wheels pawed the air in sickening sways. In contrast to the terrifyingly fast sandwashes and roads of the Arizona side, the California side, with the exception of flat-out Thunder Alley where 110 mph on a bike is not unheard of, was a brutal combination of cross-grain rain ruts and sharp-edged rocks of various sizes.

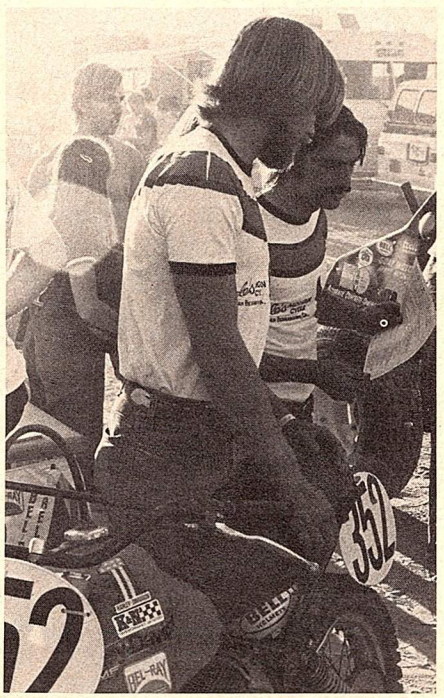
By the time Jeff Kaplan arrived on a 125 Husky, Rolf had spent his half-hour downtime in Parker, replaced a clutch on the 390 Husky



125 winners Kaplan and Payton picked some slick lines around the nasties.

and Larry was well on his way for the third loop. Eric Jensen? The leading Penton 125 now sported a severely eroded piston only three miles into loop two. The Maico persisted with aplomb.

Back in the truck and down to Parker to pick up the finish and find out about the Baker/Hateley Honda. In the Bluewater Lagoon the teaming throng surged and the police droned on about yellow ropes. Class 11 Volkswagen Bugs trickled in from their first loop and a frustrated man attempted to keep kids from spinning donuts in his carefully manicured grassy yard. The word was mum: "Parnelli



Bob Rutten and Bruce Ogilvie put their Harley in the march, but luck caught up.

broke down before check one and Shmerdly and Swillgut are still on the loose."

Almost anticlimactically Roeseler screeched to a stop, presumably the overall winner of the Parker 400. Champagne popped and bodies and bike were carefully arranged to show off Almaden's poster to pressful f-stoppers. Larry imbibed happily and Rolf sipped carefully alluding to the healthful benefits of wine. Fifteen minutes later Bob Balentine arrived aboard the 250 KTM to pick up the last of the cool champagne. Slowly over the next hour came a 250 Husky belonging to Rick Finger and Ric Secor and another 250 KTM. Then the Max Eddy/Charles Barney Maico 250 slid in sideways on a flat. Their only problem, mind you. The Payton/Kaplan 125 Husky was first small-bore, only 57 minutes behind the overall winners. Where were Bruce Ogilvie and the Harley? Both sitting in check one awaiting a ride.

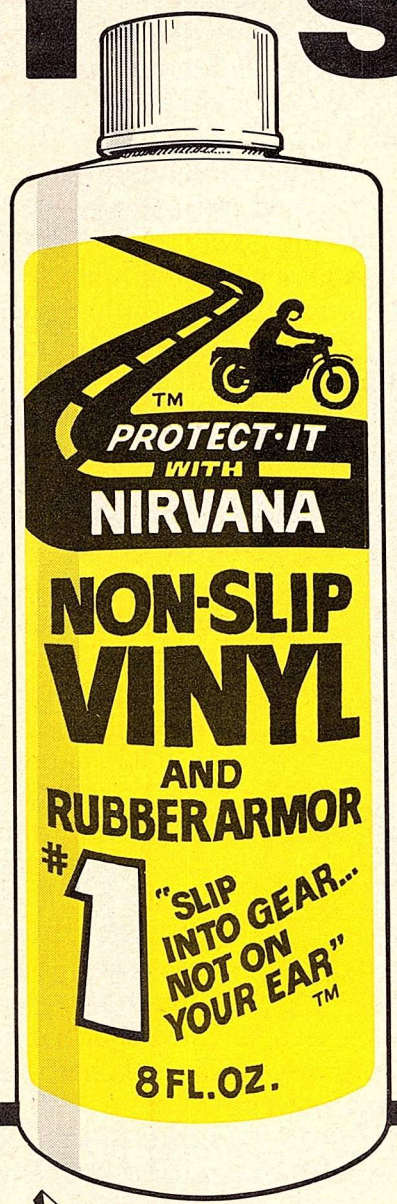
More bikes filtered in and finally, what everyone was waiting for: the single-seat buggy. In a certain sense we got the last laugh: it was Malcolm Smith. It was over and the question remained, what happened? Rolf and Larry geared tall and rode fast. Unlike their Husky teammates (Johnson and Wallingsford) they kept the motor together. They endured the danger and the nastiness. They won.

But what did they win? Prestige? Not too much. Because of the preponderance of cars in SCORE racing and the weight they carry, bikes are basically a sideshow. They don't receive wide press coverage or attract the attention among motorcyclists that a motocross, for example, does. Pleasure? It seems doubtful that they truly enjoyed the rather dangerous and gnarly terrain.

No. What Rolf and Larry and Bob and Tom and Mitch and Jeff won by winning their classes was one thing in particular: money. Because of the extensive organization of SCORE, the purses they can offer from high entry fees and the importance assigned to four-wheel off-road racing by the industry, bikers slide in on the hubbub. Rolf and Larry split something over 2600 bucks between them, a large purse for any form of racing. Then there were contingencies... But money obviously isn't the answer. If not, what is the question? ✪

Circle Number 26 on Page 88

non slip!



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CR-125M

"Until recently, this kind of power and handling could only be found on a works bike."

–Marty Smith

Even riders who aren't dyed - in - the - wool motocross racers know the names of the Honda 125 Elsinore™ and Marty Smith. Marty is the only rider ever to win the United States 125 National Championship not only twice, but twice in a row. And he did it both times aboard a Honda Elsinore.

In racing, knowing how to take

an advantage and extract the fullest from it will help make you a winner. Marty is well aware of this. "I'm just like the next guy," he says. "I like to win. And as long as I'm riding an Elsinore, I know I've got a **big** advantage."

"Light and Quick."

Against other factory team riders, Marty competes on his RC-125 Elsinore works bike. The racing is fast and furious and it takes a lot of training to stay in shape for that kind of competition. Marty trains several times a week on a production CR-125M Elsinore. "The RC and the CR are really a lot alike," says Marty. "Both bikes feel similar when you're on the gas. Everything falls right into place. Right where it should be. And everything works just like I know it should. There's nothing fancy on either bike. Only the things you need to win. My practice bike doesn't just help keep me in shape for the races, it helps keep me in shape to ride the RC. Both of them are light and quick. And the type of power is nearly identical."

Fuller Fuel Charge and More Power.

That's the power that set the 125 class afire when the first CR-125 was introduced. Only now it's much more potent than even those first CR's. This eruption of power comes from the Elsinore's highly-refined two-stroke engine. Apart from the large intake and bridged exhaust port, there is a total of five transfer ports in the cylinder. The one at the rear of the cylinder is fed from the transfer tunnels on both sides of the cylinder. It acts as a direct boost port to scavenge burnt exhaust gasses out of the head's combustion dome to provide a fuller fuel charge and more power.

Honda was one of the first major manufacturers to offer a six-speed transmission to the 125 competitor. Honda's gearbox was then, and still is, probably the slickest-shifting production six-speed in the world. Marty knows the advantages of that. "Hondas shift so boss I almost didn't believe it the first time I rode one. I always get the gear I want. A transmission like that saves time each time you shift. And after a couple of laps, those shifts can add up to a big lead."

Chrome-Moly Frame.

To keep all that power and six-speed acceleration driving straight, Honda surrounded the Elsinore power plant with a sturdy chrome-moly frame. Honda designed in precise steering geometry to enable the rider to apply his particular racing style to the machine rather than be forced to develop a new style in order to adapt.

That geometry comes about, in part, through the use of eight-inch travel, offset-axle forks. At the rear, a pair of gas-charged forward-mounted shocks soak up punishment throughout seven inches of axle travel. With pres-

CR-125M AT A GLANCE.

Engine	Two-stroke, piston-port, single-cylinder
Ignition	Capacitor-discharge ignition
Transmission	Close-ratio six-speed
Front Suspension	Eight-inch travel, offset-axle forks
Rear Suspension	Forward-mounted, gas-filled shocks; seven inches axle travel
Dry Weight	195 lbs.

Always wear a helmet and eye protection when riding. Model availability may be limited. CR's are designed primarily for motocross use and are sold "as is" without warranty. For free brochure, write: American Honda Motor Co., Inc., Dept. DB37, Box 50, Gardena, California 90247. See Yellow Pages for nearest dealer. © 1977 AHM.

surized gas shocks, like those on the Elsinore, long motos and fast-paced riding are easier because the shocks resist high-temperature fading.

The Horsepower Chews Up Rear Tires.

"I practice hard on my production bike about three times a week. I ride on a rough track near my home so I'll be in shape for the super-tough tracks we have to ride during the season. And that production 125 has yet to break down. We've changed the rings a couple of times and I think it's finally due for a new piston. But it hasn't let me down once. I do wear one thing out, though. Rear tires. Seems like whatever tire I put on back there, the practice track and the horsepower chew it up."

If you're ready to move up to a fast, sure-handling 125 motocrosser, then get on a new Honda CR-125 Elsinore. A bolt-for-bolt replica of Marty Smith's practice bike. Bright red. Bred to win.

HONDA

GOING STRONG!

THE HOUSTON NATIONALS

The Camel Pro Series openers hint at surprises in store

Story by Dan Mahony

Photos by Mahony and Devne Stewart

National No. 1, Jay Springsteen, started off the a season right with short-track victory.

(to the tune of "Unforgettable") "Unpredictable . . . that's what they are . . . The Houston Nationals . . . the best by far . . ." Well, as Arlo Guthrie once said, "I know it ain't the best song I ever wrote."

But that still accurately describes the annual National Championship season opener at the Houston Astrodome. Every year it has the largest rider turnout, some 280 professional Experts from all over the United States. With them they brought a variety of new (and some weird) equipment, four months of stir-crazy enthusiasm, and lots of surprises. Last year's TT National winner, Rick Hocking, sported a nifty new scar on his leg from winter surgery. Kenny Roberts, a three-time winner at the 'Dome, unveiled his own design monoshock-framed racers. Grand National Champion Jay Springsteen had the ugliest short-tracker around, with a plastic Elsinore gas tank, high-mounted Petty rear fender, mag wheel on the front/spoke wheel on the rear combination, and a through-the-frame exhaust. Gary Scott flashed his new Evel Knievel leathers around and rode a TT500 Yamaha with a Gary Scott Racing Frame. John Gennai rolled out the Triumph 750 twin which Dave Hansen won the Houston TT National with in 1974. Hansen opted to ride a new TT500 with a Roberts frame. '75 Short Track winner Darryl Hurst dusted off his three-year-old Ossa saying that he always knew that it would be good for something someday.

The new AMA rules for 1977 specify a 250cc limit for short-trackers. That item did just what it was planned to do, which was to get more brands into racing. The Penton (and KTM) factory made an appearance, as did Carabela, Ossa, Can-Am and Montesa. In the lineup for short-track qualifying also were Elsinores, Suzukis, Bultacos, Kawasakis and even a Moto Islo. Oh yeah, and Harley-Davidsons.

The first order of the weekend was practice and qualifying for the TT riders. Most everybody with two-strokes found out that they were too pipey for the Astrodome course. Those with 750 Harley V-Twins found them hard to steer. The course was just put down on the floor of the 'Dome a few days before the races, and had never felt the wrath of several 80-

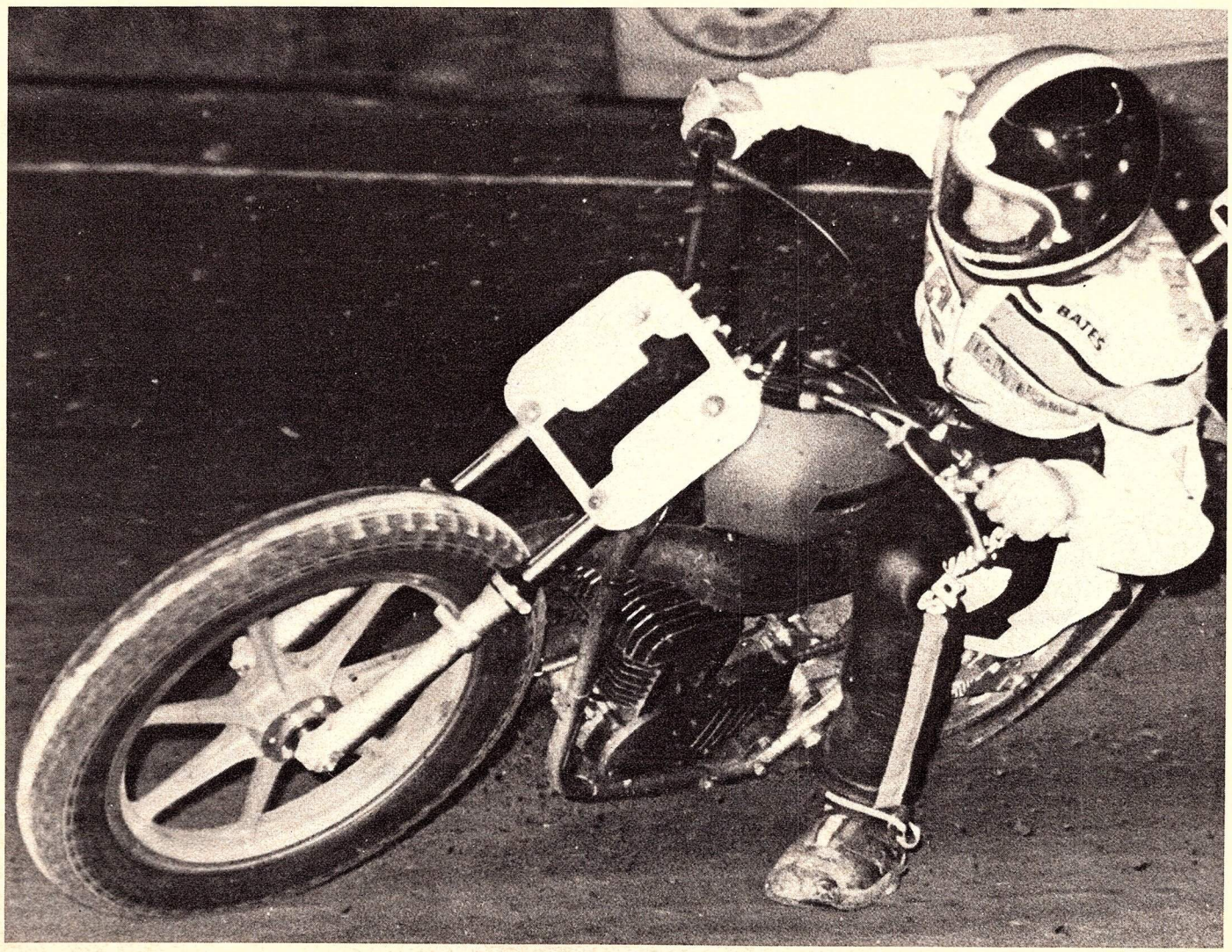
horsepower motorcycles. After practice the track surface was pretty well chewed up, particularly in the landing area after the jump. An interesting observation here is that nearly all of the Yamaha 500s would land off the jump nice and smooth, whereas the bigger Harley and British twins (and the 750 Yamahas, too) would continually land out of shape and horn-dancing. But after time trials, the twins held the top four spots, and seven out of the top ten. At the head of the list was Gennai with a 26.532-second clocking, followed by Roberts, Hateley and Randy Scott. Rick Hocking was fifth fastest.

As is the custom at Houston, confusion, controversy and crashes led off the first heat race of the evening. First off, Steve Elo endoed off the jump on the warm-up lap. While he was trying to wake up, Hocking and Gennai motored back to the pits. Gennai was back in a flash, but the Hock took a few minutes longer. Meanwhile, the officials called upon first alternate Terry Poovey to replace Hocking. They tried to flag the race off while Hocking was arguing with the officials, but Poovey's engine gave up on the starting line. The second alternate, Wes Powell, was called in, and we got a start. The referee also got a one-finger salute from Hocking. Gary Scott and John Gennai went back and forth for the distance of ten laps, with the win going to Gennai. Alex Jorgenson BSA'd his way to third and last transfer to the final.

Heat race number two found some anxious left hands, and over half of the field was put on the penalty row for trying to jump the green light. The bad guys included Roberts, Springsteen, Brad Hurst, Bruce Hanlon, Gary Tonda, Steve Droste, Dave Hansen and Frank Word. Without much competition within 50 feet, Texan Jim Rawls had the first turn all to himself and then managed to hold off charges from Kenny Roberts for half of the race before letting the Yamaha teamster past. Rawls held onto second position to the finish, beating out Hanlon, with Springsteen in fourth and going to the semis.

John Hateley powered to the front aboard his trusty Triumph in the third heat race and was never bested. At the end of the ten laps, Hateley had a comfortable lead and the quickest heat of the evening. New Harley-Davidson team member Ted Boody fought it out with Randy Skiver for second place for most of the distance, with the nod going to Michigan's Boody.

Surprises. I did mention those, didn't I? Well, in the fourth and final preliminary, an expected runaway win for Steve Eklund turned into a third place finish, some distance behind Bill Oliver (second) and Mickey Fay (first). Fay is a first-year Expert out of TT country (Pacific Northwest), and he simply went out and earned his National Number by assuring himself a place in the point-paying

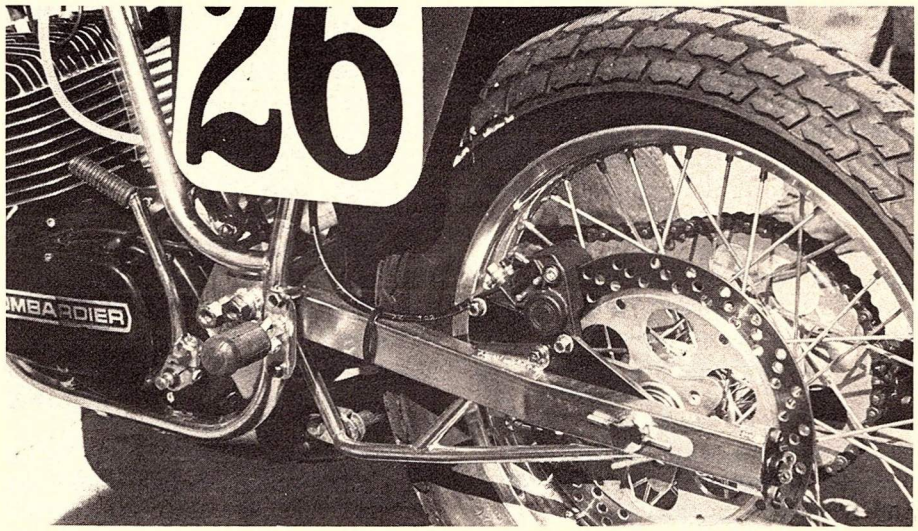


National Final. On a BSA yet. A used one. Very used. Randy Scott lost his chance for some National points along with his chain, while Hank Scott had a surprise of his own. For just a split second, Hank had time to realize that his throttle was stuck and he was heading for the jump. Next thing he knew he was 15 feet in the air without a motorcycle. The whole thing didn't do wonders for Hank's new paint job or new leathers.

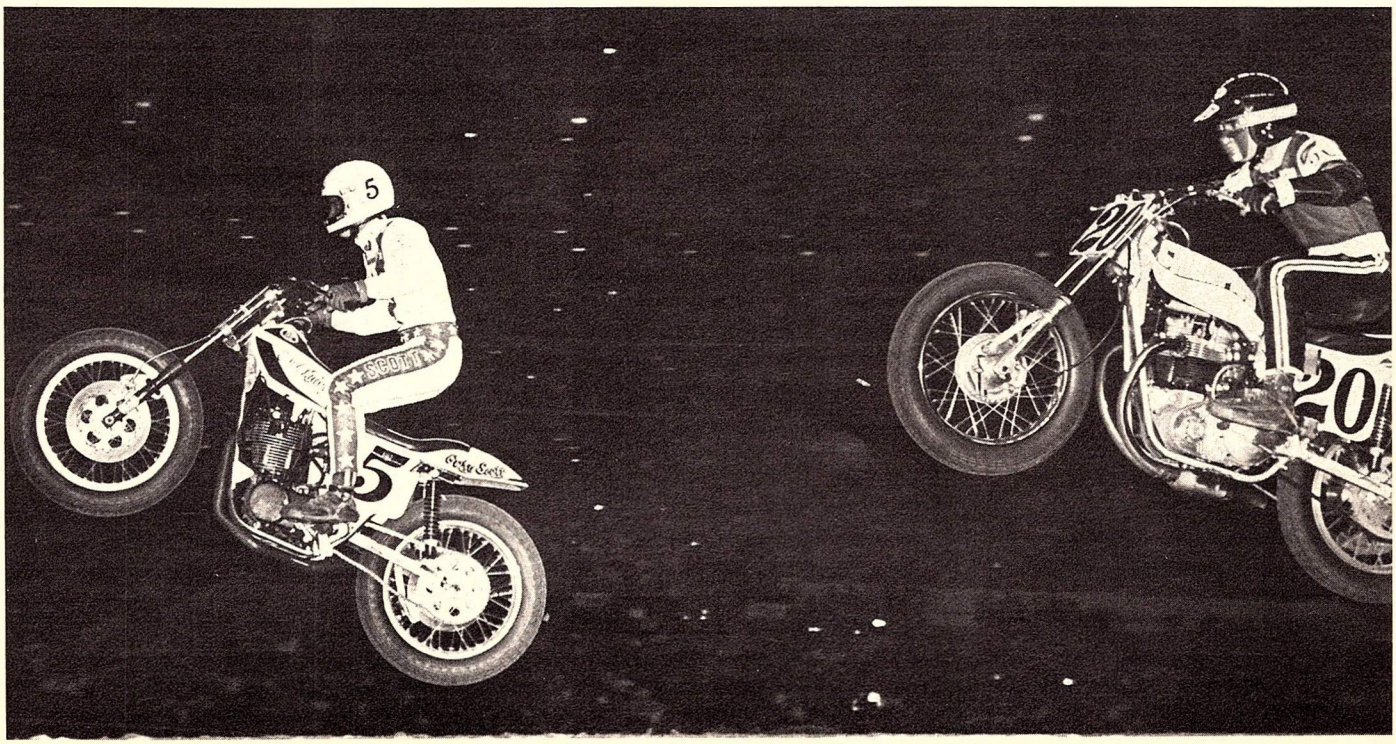
The two semis proved the undoing for the two most promising rookies on the National circuit. Randy Goss lost the first semi to Jay Springsteen when the former's TT500 threw a chain and let the latter go on to the win. Chuck Joyner put his Triumph into the final by being there when Scott Pearson's brakes let go in the second ten-lap semi. Pearson held on for third, riding a super race with no rear brake. The Trophy Final, the race for the "almosties," again threw rear brake trouble at rookie Pearson, and he again faded from an early lead. Ted Davidson picked up the lead and the win over Guy McClure and Wes Powell.

The 14-rider lineup of the National Final (25 laps) showed two BSA 750s, two Harleys, five Triumphs, three TT500s and two Yamaha 750 twins. Now, here I gotta say that the next 25 laps were the most confusing 25 laps that I have ever seen. As far as I could tell (I'm only one man), the following things happened in the Main Event: Rookie Mickey Fay jumped into the lead, followed by Scott, Boody, Roberts, Hateley and Gennai. Somehow Bruce Hanlon got up in there, and challenged Fay for the lead. Gary Scott's chain fell off while he was in contention for the lead (I told you that the track was rough). While Scott and his mechanic were making on-track repairs, Boody crashed. Roberts ran into him and crashed. Skiver rode over him and crashed into Springsteen. Springer kept it on two wheels (how?) while Skiver went thud. Hanlon took the lead, as Fay got tired and slipped back to finish eighth. Hanlon went into neutral after the jump and fell trying not to crash. You had to see that to understand it. Then Randy Skiver did the same, only he *did* crash. Into the hay bales on the outside of turn three. That's also the inside of turn five, and for the next couple of laps the rest of the riders had to thread their way through six or eight bales. That's the trouble with putting a half-mile-long track in a building. Anyway, about that time, Springsteen fell off and remounted in last place. Last, except for Scott, who spent two laps with his chain.

All of a sudden, Hateley was in the lead. No, it's Gennai. No, Hateley. The two went back and



Houston always brings out new and interesting machinery, witness Ken MacDonald's monoshock.



forth like that for the next few laps until Hateley got a bit too sideways in the infield and lost about a second. Gennai's front number plate fell off. Then, a lap later, Gennai fell off! Of all the silly things to do! He was back up and gone in an instant, but it only took Hateley half an instant to grab the lead. While Gennai was trying to regain his composure (it must be pretty embarrassing to throw it away in front of 30,000 people), Alex Jorgenson zipped past into second. Lo and behold, the final three laps of the race held only smooth laps by the leaders, and John Hateley collected his second Astrodome National win.

Well, hell. We all had to get up early the next morning and start it all over again. The tenth annual Astrodome Short Track National. Practice; and Springsteen looks good. So do Hocking, Jorgenson, Hateley and Roberts. Qualifying, and it's Hank Scott on top, one of only three riders in the 14-second bracket, along with Springer and Jorgy. The ASTRO-Scoreboard flashed a time for Gary Scott that was nearly a full second faster than anyone else. Then they changed the "14" to a "15" and everyone's mouths closed. The 60 top qualifiers (the rest go home) were separated by only .658-second. Hank Scott took the first heat race over Dave Hansen, Hocking in third, Springer snuck past Terry Poovey in the final turn to win the second heat race, the fastest of the six to be run. Ohio's Steve Morehead won the third prelim over Randy Cleek.

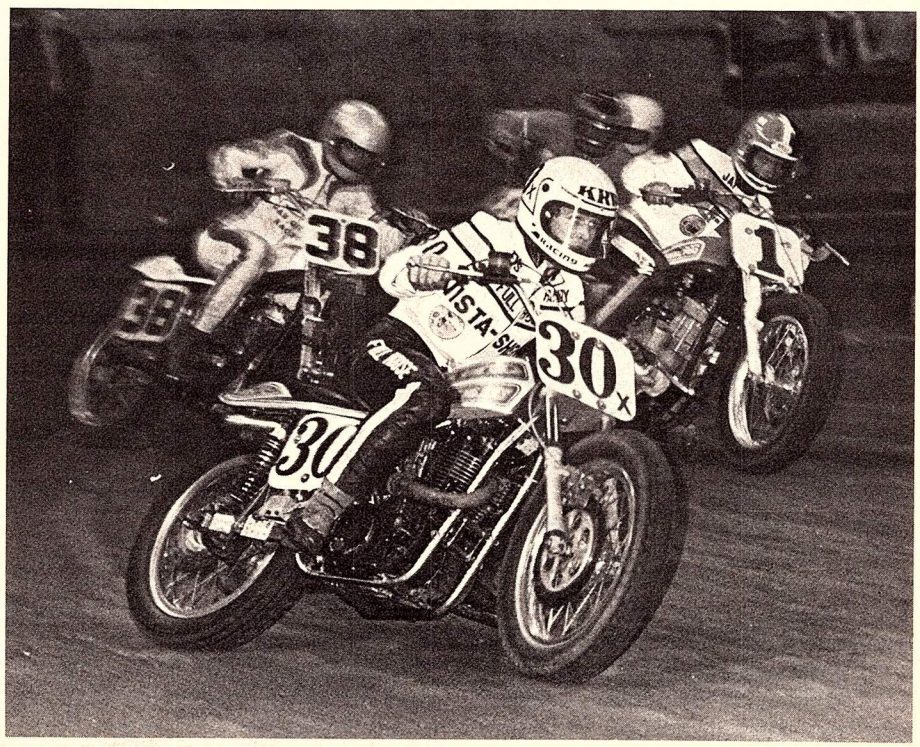
The fourth heat was when the action started. To begin with, Ken Hapke and Gary Scott tangled in turn one and both went down. Restart. Rookie Randy Goss leaped from the back row toward the lead, which was being contended by Mike Kidd and Larry Cooper. Hapke again nailed Scott, and shoved him back to last. Then Hapke nailed Rob Beary. Then Hapke nailed Mike Gerald. That was a mistake. It is another custom at Houston that several thousand Louisiana fans sit in one section and yell for their only Louisiana hero, Mike Gerald. When Hapke knocked Gerald back to last place, the fans got so riled up that the AMA officials decided to black-flag, and disqualify Hapke rather than risk a riot. By the way, Goss won, Kidd seconded.

Randy Goss was the first short-track rider in the ten-year history of 'Dome racing to win a heat from the back row. His fellow Michigan rider Corky Keener was the second. Keener took the fifth heat race over Texan Jimmy Mayo. The final ten-lapper fell to the SX250 Harley of Ten Boody. The 18-year-old H-D factory rider held off repeated attacks by Kenny Roberts.

The two semis, for the two last spots in the National final, went wire-to-wire with Steve Eklund in the first one and Scott Pearson in the second one. Semi One was stopped on lap two when Preston Windom got sideways in front of Alex Jorgenson, who went up and over and down in a heap with Windom. While all this was going on on the back straight, Ted Davidson somehow managed to almost hit the starter by falling into the infield on the front straight. Scott Pearson finally solved his brake problems of the previous night (he used only a compression release on his short-tracker), and picked up a National spot in the second semi. California's Skip Aksland picked up a win in the Trophy Final. Skipper had to do business with Larry Cooper, Darryl Hurst and Rick Hocking, but, after two near-misses here last year, Aksland was having none of second place. Gary Scott failed to make the starting line in that one with a crank end-seal failure.

For all you statistics-minded folks out there in magazine land, the short-track final consisted of five Yamahas, four Harleys, three Bultacos, one Penton (wrenched on by Carl Cranke) and one Can-Am. Away we go, with Steve Morehead in the lead, for a lap. Then Springsteen took over and just rode away with it. He only bobbled one time, coming out of turn two too sideways and looking back, but all he saw was Boody and Kidd doing battle, a long way back. Morehead, who had changed gearing before the start of the National, was coming to the realization that the track wasn't going to groove up like he thought, as he slipped back into oblivion. On his way backwards, he had a chance to say "hi" to Roberts, who was on the move up from 12th place after a lousy start and who had his hands full of unwieldy monoshock. Just when Roberts thought that he had it well in hand, Eklund slipped past him and took off for the leaders. Seemed like the thing to do, so Roberts followed, towing Corky Keener. By the finish, Boody had daylight on Kidd, Eklund was clear of Roberts, and Keener wished that there had been a couple more laps to catch Kenny.

I asked Springsteen how come his mo'sickle was so ugly. He said, "Cuz we just put it together. It was my motocrosser all last winter." ✪

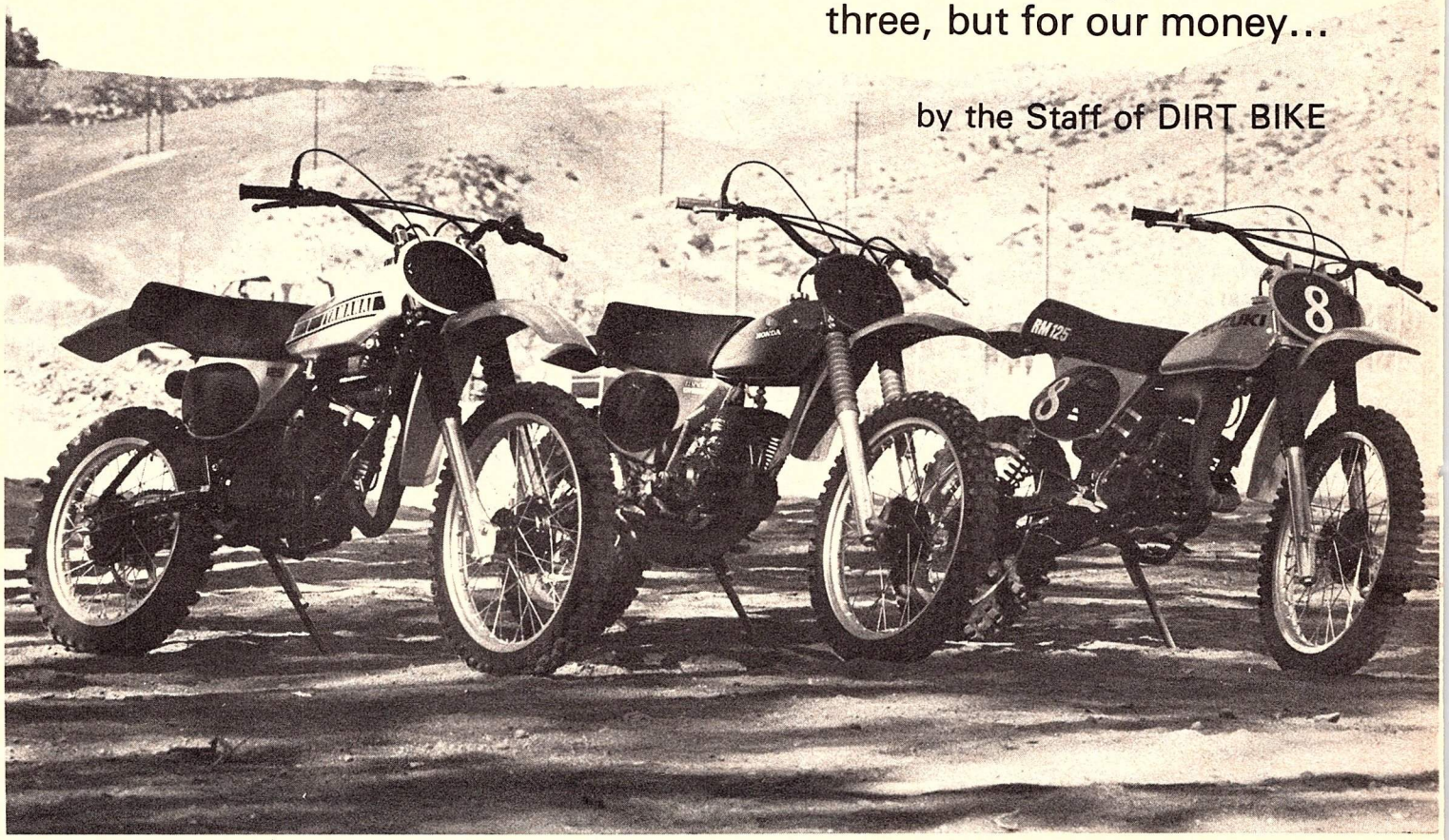


RISING SUN SHOWDOWN

HONDA CR125M vs. YAMAHA YZ125D vs. SUZUKI RM125B

There are some who could win on any one of the three, but for our money...

by the Staff of DIRT BIKE



Good evening, ladies and gentlemen. Tonight, I am proud to present to you, live from Desconzo Hexagonal Gardens, the world's first three-way tag team sumo wrestling match.

What makes this match so unique is that since there are three contenders, in reality, there are no teams. An opponent in distress need only to reach the ropes and tag the wrestler waiting there to bring a temporary end to his misery while sending a fresh warrior in to do battle. By and by, you will see first one, then another, scored against until, in the end, one contestant will stand alone as the new Japanese Lightweight Champion.

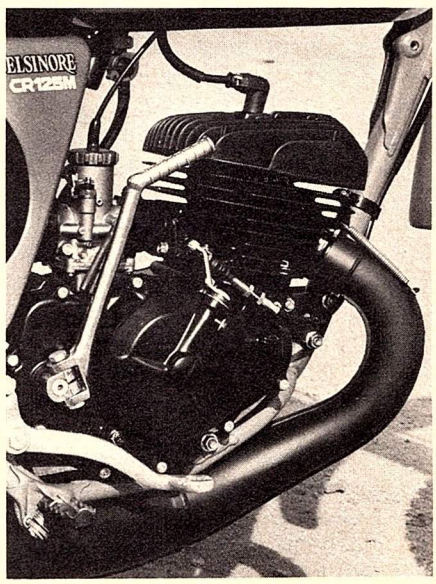
In this corner, weighing in at 89.1 kilos, from Kumamoto, Japan, the recently dethroned long-time champion in the lightweight category, C.R. Honda.

In this corner, hitting the scales at 88.6 kilos, hailing from Iwata, Japan, a new challenger who has shown some great potential, Y.Z. Yamaha.

And in this corner, at 90.2 kilos, all the way from Hamamatsu, Japan, one who needs no introduction, the current reigning World Lightweight Champion, R.M. Suzuki.

In just a moment, the beginning of round one...

First into the ring is the Honda, stylishly dressed in racer red. The CR is in virtually the same form as it was in last year's competition, with the exception of its new red fork boots to protect the seals and tubes from dirt and stones, flashy



The featherweight that started the 125 rocketship era.

red grips to further complement the color scheme, and gray painted rather than polished fork legs, no doubt to offset the cost of the new red items. Not to be scoffed at, the CR (usually in a much modified form) still handles itself very well in the ring and continues to chalk up victories.

The CR's heart is basically the same mill first introduced in '73 with updated breathing and a sixth gear thrown in. Its power peak is reached at 11,000 rpm where it pumps out a full 22.3 horsepower. There is a bit less mid-range power when compared to its opponents in this match (as if you can consider 8000 to 9500 a mid-range), but what's there is easy to get used to and a touch at the clutch will quickly bring you into the power range you desire.

The clutch, with its typically Japanese light and positive feel, has proven to be more than enough to tackle even the most challenging motocross courses.

Moving the shift lever through its very short throw provides quick and positive shifts to six well-spaced ratios. Handling, overall, is very good. Just what you'd expect from Honda's best motocrosser. The CR chassis combines quick and precise steering, good straight-line stability, slideability, and comfort.

Both brakes offer the correct combination of strength and predictability to get your speed down with a minimum of effort and thought.

It is mostly in the suspension department that the CR may find itself slightly outclassed when put face to face with its competitors. The Showa forks and air/spring shocks do a commendable job of absorbing the bumps and keeping the tires planted firmly on the earth. It's just that the other two machines have nearly a year of development on the CR and considerably more suspension travel both front and rear. Surely its trainer is aware of these drawbacks, but is still confident enough to send their boy in there to wrestle it out with the best of them.

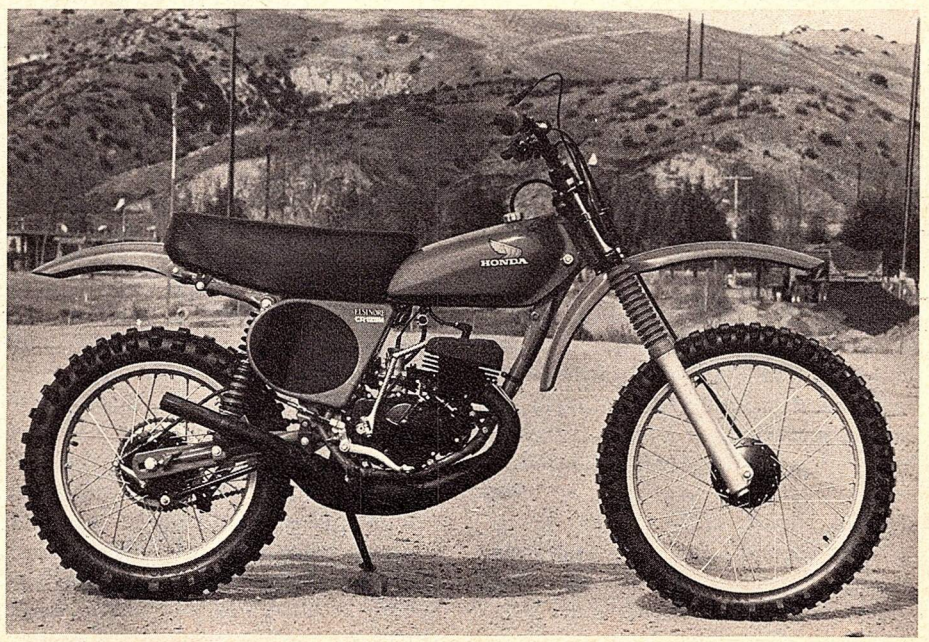
Next into the ring is the newcomer, YZ. It's obvious by the looks of him that he means business. A regular Hannah replica, that Yamaha. If you read our pre-production preview in the February issue, surely you realize what we have here. From the tip of its new wide plastic front fender to its revamped monocross system in the rear, about the only components the YZD shares with the old model are the hub and brake assemblies.

Kayaba air/spring, leading axle forks grace the front end of the '77 YZ. The hefty 36mm tubes pivot on tapered roller bearings and contain light springs with 14 psi of air.

At the opposite end you get an all-new Dr. DeCarbon gas shock that's attached to an equally new swingarm assembly by means of a pivot pin. The top end of the shock is held into the completely new frame within the large-diameter pressed steel backbone with a single bolt. Through a hole in the frame just in front of the plastic fuel tank, you can adjust the compression and rebound dampening in unison by clicking an adjusting collar to various positions located by detent stops. Tightening the collar down moves a tapered pin farther into a tapered orifice much like the needle setup in your carb. We preferred two clicks less than the stock dampening position. Adjusting spring preload to suit various rider weights is nearly as easily accomplished now by removing the bolt and pin, sliding the shock unit out the rear, adjusting the position of the spring retainer, and retightening the nut that locks against it.

Overall, this new design is lighter, much easier to work on,

Zeal makes like Marty Smith.



This is last year's Elsie with new red grips and fork boots. They're loafing now but surely they're up to something.

You might call it a Hannah Replica. Everything's new but the hubs and it's all very adjustable.

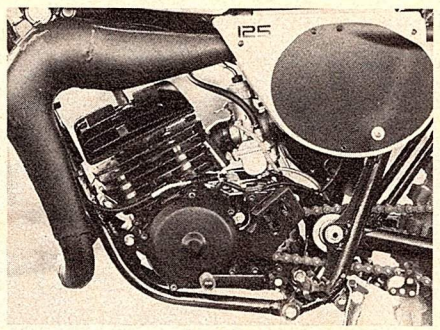
and has a much more conventional feel to it than the unit it replaces.

In an attempt to gain a little more mid-range, they've gone to a 32mm Mikuni (down from 34mm) which angles off into a single, more efficient air filter. Although it's easier to service than the old dual filter setup, it looks a little on the small side.

Within the blackness of the engine you'll find wider intake and exhaust ports and a new trenched head design that couples with the smaller carb and all-new exhaust system to help mellow out the YZ's inherent peakiness. Something which may or may not be a hint of things to come is the presence of water-cooling passages cast into the engine cases around the bottom of the cylinder. Exotic? You bet. Maybe someday...(always ask for more).

In the gearbox there is now less undercut on the engaging dogs to help make shifting with the power on easier, and a whole new shifting mechanism to make sure you get what you went after.

All in all, the YZD boasts many improvements over last year's Yamaha. The machine is now much easier and simpler to maintain. It comes with lots of nice hardware, like a spring-loaded chain tensioner, tapered roller bearings in the steering head and an air gauge suitable for both the forks and tires. There's nearly three more inches of suspension travel front and rear, and the shifting has been improved



This, the lightest of the bunch, features holes in its holes, lots of plastic goodies, and many moves toward a minimum of maintenance. Zootness abounds.

by over 100 percent.

And now, with the sound of bugles blaring, our current World Champion enters the ring. In all its glory, your basic Rahier replica. As you should know by now from the RM preview we gave you last month, this is not just a modified A model, but a whole new ankle-biter. Those boys at Suzuki have, as of late, made a habit of introducing new models every six months or so that make their previous new models virtually obsolete. Whatever... You can't stop progress.

In order to get more mid-range, the basic engine specifications have changed completely. A new rod and piston are used as the bore and stroke are now a square 54mm by 54mm. This smaller diameter piston is lighter in itself and has a lighter and smaller wristpin so that the revs will now build quicker. The longer stroke helps compensate for the longer duration of the taller, narrower transfer and exhaust ports, while slightly less intake duration, and heavier flywheel weights contribute to smoothing things out. And of course, there's a new pipe and reed block to go with all this. It all adds up to a little more torque a bit sooner and about a half a horse extra on top. To make full use of this extra bit of zap, the primary and final reduction ratios have been upped ten percent.

The RMB has also received considerable modifications to its suspension systems. Actually, the forks are entirely new Kayaba air/spring units similar to the YZ numbers, but with different internals and more travel. Although they come stock with 24 psi, we found that 12 to 14 was a much more desirable pressure for the tracks we tested and raced on. Suzuki suggests 20 to 36 psi.

Remote reservoir Kayaba shocks are now found in the rear as on the larger RMs. The top shock mounts have been moved forward and down just a hair and the bottom tabs have been pushed up 16mm farther on the reinforced swingarm. The end result is more travel and shocks that last and last.

A new, lighter and stronger conical hub is bolted to the forks where the old full-width unit once lived. Attached to the small side of the hub is a little plate that makes replacing spokes a whiz should the need arise.

Suzuki's new dual-roller chain tensioner, as was found on our PE250, is bolted to the swingarm near the sprocket to help keep the chain where it belongs and your name in the results.

Aside from that, you get all the fine hardware and fittings that you've come to expect, including lots of light plastic goodies, a big and easy-to-service air filter, and high-zoot, vented number plates to help cool the shocks.

BASICS

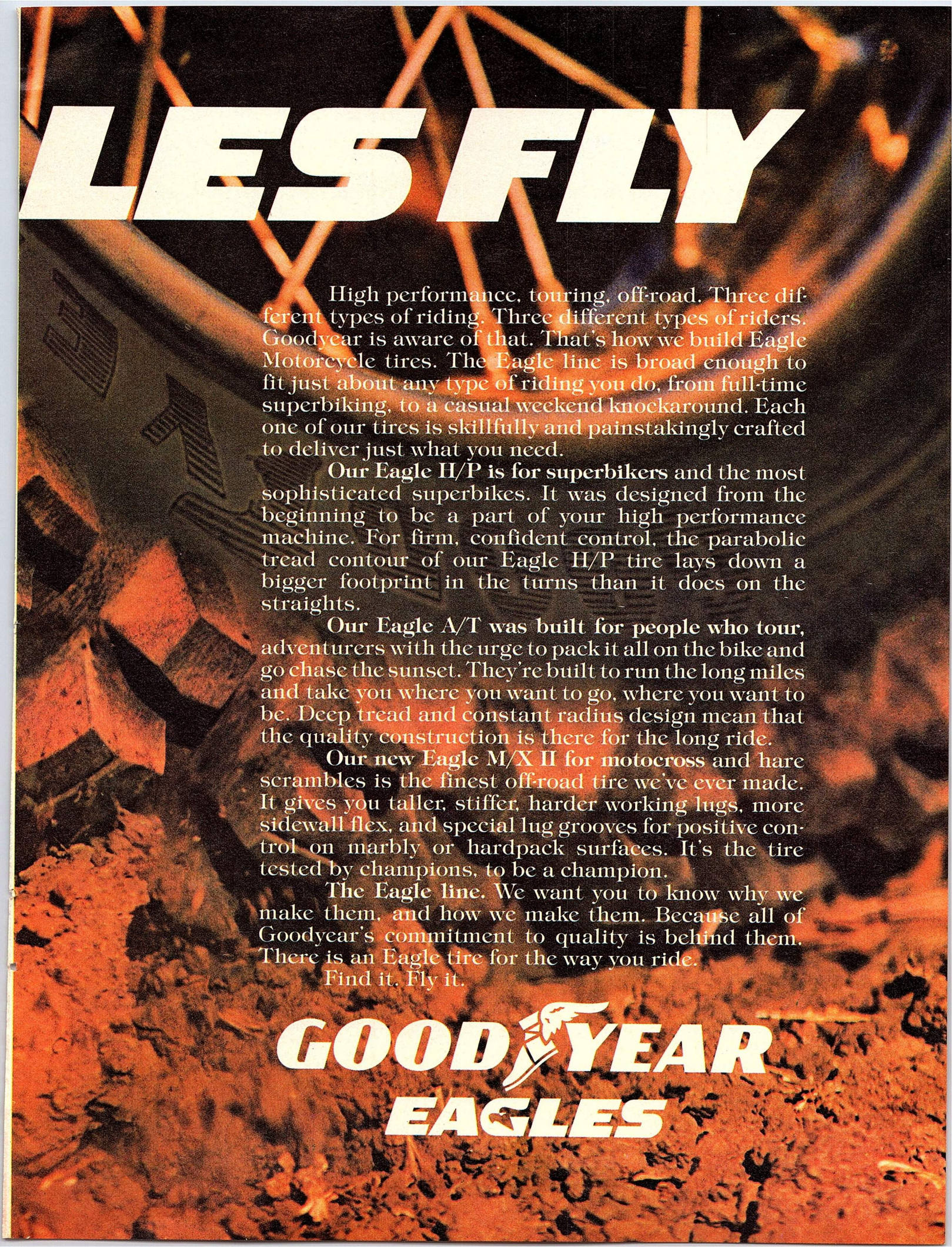
Rider comfort: All three bikes offer a good to fine riding position. All the controls are where you'd expect them to be and were easy to use. However, most testers preferred the Yamaha or the Suzuki over the Honda.

Braking: It would be difficult to pick a winner in this department as all of the binders performed relatively equally when it came to feel and strength for basic MXing. The cable-operated rear units on

Continued on page 66

DIRT
BIKE
MAGAZINE
DIRT BIKE

THE EAG


LES FLY
High performance, touring, off-road. Three different types of riding. Three different types of riders. Goodyear is aware of that. That's how we build Eagle Motorcycle tires. The Eagle line is broad enough to fit just about any type of riding you do, from full-time superbiking, to a casual weekend knockaround. Each one of our tires is skillfully and painstakingly crafted to deliver just what you need.
Our Eagle H/P is for superbikers and the most sophisticated superbikes. It was designed from the beginning to be a part of your high performance machine. For firm, confident control, the parabolic tread contour of our Eagle H/P tire lays down a bigger footprint in the turns than it does on the straights.
Our Eagle A/T was built for people who tour, adventurers with the urge to pack it all on the bike and go chase the sunset. They're built to run the long miles and take you where you want to go, where you want to be. Deep tread and constant radius design mean that the quality construction is there for the long ride.
Our new Eagle M/X II for motocross and hare scrambles is the finest off-road tire we've ever made. It gives you taller, stiffer, harder working lugs, more sidewall flex, and special lug grooves for positive control on marbly or hardpack surfaces. It's the tire tested by champions, to be a champion.
The Eagle line. We want you to know why we make them, and how we make them. Because all of Goodyear's commitment to quality is behind them. There is an Eagle tire for the way you ride.
Find it. Fly it.
GOODYEAR
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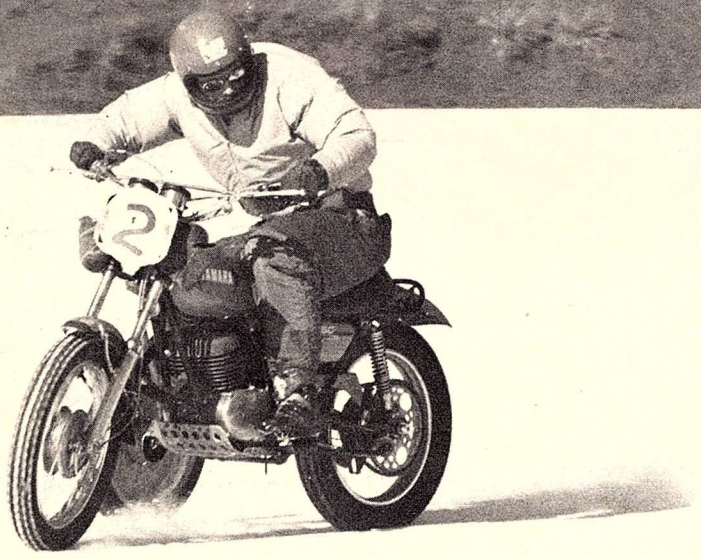
ROCKY MOUNTAIN SLIDE

COLORADO ICE FOLLIES

Report and Photography by Thom Tschann



Bare classed and biteless at Rainbow Falls

Slick. Solid. Three-foot-thick ice. A frozen lake, the first Sunday in February and 150 zanies on a bright winter's day. Oh, what a beautiful morning!

What ya been doin' since Superbowl Sunday? Televised golf and Meet The Press reruns wear thin, then what? Oh, you can take a number at the local alleys and wait for an open lane, or kill off an hour in the backyard raking dog do-do and rinds and wrappings scattered by midnight trash can raiders.

Why not toddle off to Rainbow Falls and watch the boys go 'round and 'round. Better yet, dig that ol' bone-shaker out and get it on yourself. Go ahead, take the kids and mama, load that rickety trailer and hitch it to whatever's mortgaged or paid for. We're goin' to party and we might be home late. Whoo-hee!

The idea is fun. The worst that can happen is a bruised fanny and some stares from your neighbors. Maybe they can be coaxed into comin' along to cheer you on, hootin' at you when ya fall and hollerin' like hell when you slide by some unfortunate who took the curve a mite too high or just plain lost courage when the back end came around. It's a good time, you get to laugh a lot and nobody gets hurt.

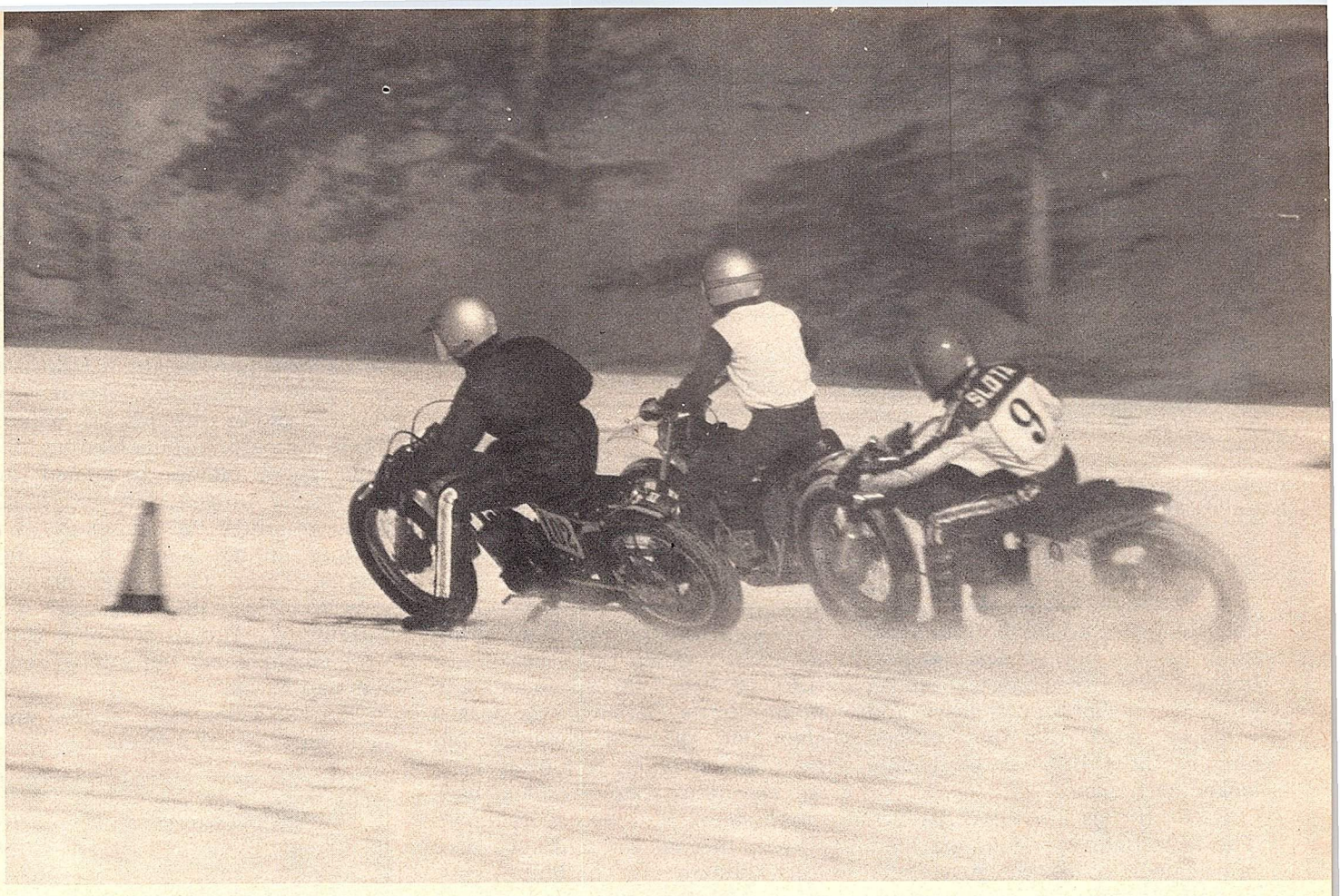
Ice racing is a form of entertainment. Limited mostly to those living above the Mason-Dixon Line, it's a lot like other kinds of racing, only slipperier. You see, when things freeze up they get stiff and brittle, hard. That's what happens to water, like when you put it in trays in the freezer. Little lakes freeze into big blocks of ice and then you go out and slip and slide and zoom.

Harry's Roamers, a club out of Denver, organizes these affairs three or four times a year. With the help of a friendly resort owner and the loan of a snowplow they set up a fine little eighth-mile oval out there on the ol' fishin' hole. A few pros show up to add a little class, but on the ice it's anybody's guess who can stay up long enough to run five laps for first place.

Most of the crowd gathered at nine and made much ado about nothing; deflating tires to two pounds pressure, taping clutch levers, fixing sheetmetal screws into knobbies and watching the sun climb. Down to shirts and sweaters, the group along the starting line heckled the poor kid on the XL100 when it died on the green flag and roared their approval as the pack slid through the first curve. Everyone stayed up, but the scuffle coming out the opposite loop put a few of them sideways.

Perhaps the most important distinction between types of bikes and riders in these events is tires. There are two kinds: bare and studded. Bare doesn't mean bald in the tread sense; it means no studs. Studded tires have 3/8-inch sheetmetal screws buried in the knobs of much-worn rubber that's otherwise destined for the heap.

The Bare Class ranges from Junior Mini to Open (350-up), but nobody minds when someone steps up a class. Brian Iler rode a Honda 50 Mini to first place in the Old Man division, then competed the same bike in the 125 Bare, taking second behind Allen Nesshoffen while finishing almost three-



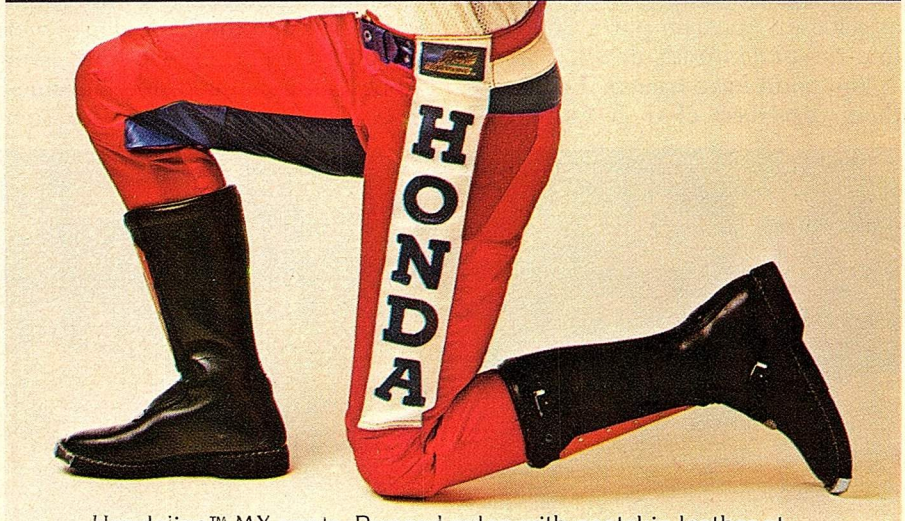
Ha! Eat my frost!

quarters of a lap ahead of Lee Morris and the others. The trick is to keep it upright and not waste a lot of time suspended in awkward positions. Anything faster than standing still breaks traction on ice, so it's drag your feet, keep your weight neutral and revs down. You don't necessarily have to be straight going into the turns — nobody else is.

Something about speed and the roar and buzz of engines attracts people. However, ice racing, Colorado-style, need not loot your pocketbook. You can run anything that starts and if you keep moving you've got a chance to win or place respectably. Sure, Annie Brokaw will show up with her chrome moly Yamaha, but if you don't scare easily and you're reasonably tuned ya still got a shot. She did hold a national rating for several years, so you might need your best run, but even if you lose you needn't be ashamed. Might still beat her two teenaged daughters.

Spectators have almost as much fun as racers. They get to drink more, at least until some of the classes finish. Then it's cover your cooler or lose it. I had a good

Hondaline for the legs.



Hondaline™ MX pants. Rugged nylon with goatskin leather at critical wear points. Expandable insets along calf, hip and behind knees aid quick movement. Removable knee cups. High-density padded hips and shins. Extra protective-padded high waistband.

HONDALINE™

Designed by riders. For riders.

Circle Number 27 on Page 88

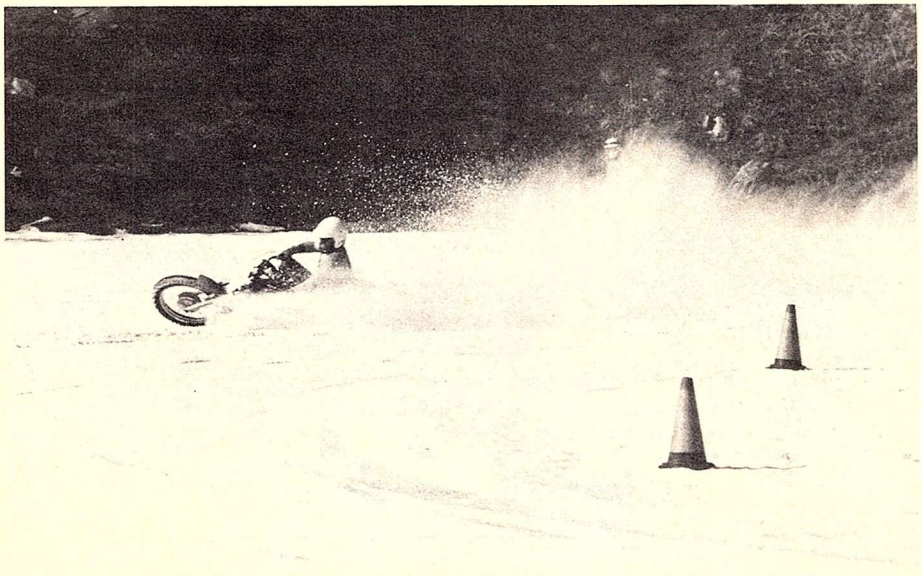
The wave of the future.

chuckle racing a CB450 around the track on my fully dressed Waterbuffalo. The crowd musta been on my side the way they chortled and whooped when that boy pinned himself under the wheels. I only looked back once.

Race officials are colorful types. The most flamboyant among them are flagmen. While the guys at the line are struggling to get everybody in position the starter preens to the crowd, miming ducks and fan dancers, peeking promiscuously from behind a phalanx of doilies. Our man closely resembled Papa John Creech, fiddling, taunting, feigning dismay when overanxious combatants broke early, bolting to the infield in choreographed horror as a loose swingarm put a 360 trike into the basic upside-down.

You gotta have friends. I cultivate them regardless of their faults and frailties. Lamont's from West Texas, somewhere down there near those fields of illegal narcotic plants and Montezuma's Revenge. He was a champion skier in Amarillo but gave that up when he moved north to elevations higher than back porch steps. Now he's working his way up through the ranks of novice icers, despite my constant harassment. During one exchange I figured to provide a little added inducement and lied to him about something Bruce Woods didn't say. He threw down the gauntlet. In his inimitable drawl he muttered something obscene about Woods can't beat him nohow-noway! Your move, California.

The afternoon clouds were rolling in by the time the Bare classes were settled. Layers of clothing were zipped and snapped and buttoned. A chilled audience fired up some enthusiasm as the speed kings took to the rink. Folks spilled from whatever they were doing in the backs of vans and women left little ones to sleep it off in peace as they hurried to get a view of the big bite crowd. It had all been grins, but this was the serious stuff. A good set of studs put down at least as much grunt as dirt racers get elsewhere, throwing roostertails of sparkling crystal high into the air. It falls in a fine snow, blanketing everyone on the curves in shrouds of white. These mothers do some hauling.



Someone's mama got loaned for the trophy presentation and dutifully submitted to muggings and pawing at the hands of leering victors. Those with wives present were somewhat more subdued and certainly the kids from Junior Mini were embarrassed, but a good time was had by all.

The 40-mile ride down the mountain took 31 minutes.

RESULTS
RAINBOW FALLS ICE CAPADES

3RD WHEEL
1. Dave Caracher
2. Fred McGlaughlin

JR. MINI
1. Mark Iler
2. Jaimy Gibson
3. Robert Phillips

OLD MAN MINI
1. Brian Iler
2. Phil Edwards
3. Lee Morris

125 BARE
1. Allen Nesshoffen
2. Brian Iler
3. Lee Morris

175 BARE
1. Dave Beck
2. Phil Edwards
3. Bob Podall

250 BARE
1. Bill Webster
2. Bill Williams
3. Randy Nigg
4. Lamont Bachelor

OPEN
1. Dave Beck
2. Bill Brokaw
3. Bill Williams

125 STUDDED
1. Brian Anderson
2. Monroe Hylton
3. Steve Garsos

175 STUDDED
1. Steve Scott
2. Rich Steele
3. Gary Rippley

250 STUDDED
1. Merlin Plumme
2. Steve Shrock
3. Len Miller

OPEN
1. Mike Hall
2. Don Geick
3. Tom Deckard

FIRST ANNUAL RIDER GEAR GUIDE

Those that sews shows the clothes that goes from head to toes

by the Staff of DIRT BIKE

Doctor Strangeglove probably said it best. Y'all remember the ol' 66er, don't you? Home run hitter for the Pirates and Red Sox back in the '60s, league leader in errors for seven straight years. His idea of fielding a batted ball was slowing it down on its way to the outfield. Anyway, what he said was: When I put on a brand-new uniform and it looks so bitchen it has to add at least 20 points to my batting average. Yep, Dick Stuart said that back before the DT1 was the best motocrosser sold by Japan.

We've all come a long way since then. Not only are the bikes better, but so is the wearing apparel. Protective. Form-fitting. Color-coordinated. No more jeans, flannel shirts and lace-up boots. The scoop today is: if the zoot fits, wear it.

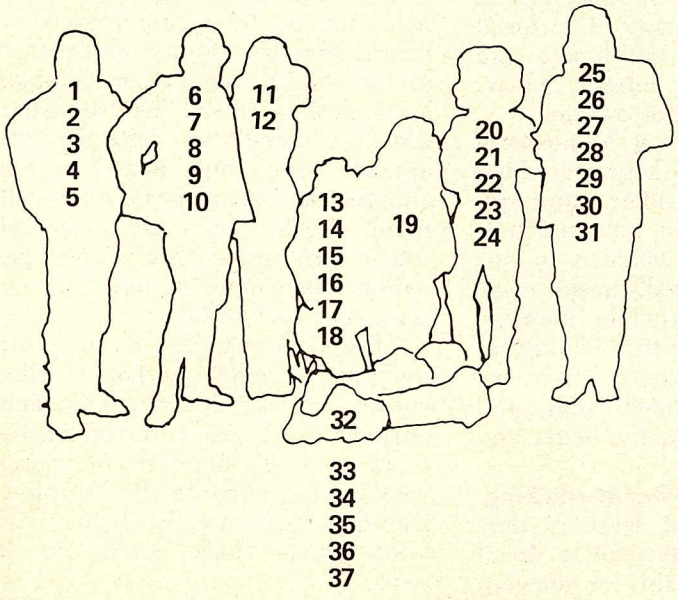
So here it is. The first annual Zoot Yourself Dirty Riding Apparel Guide. A scenic survey of sartorial splendor awaiting the image and comfort conscious 'crosser, clock-watcher, cowtrailer or trapster.

We approached over 30 outfits in the business of marketing clothing for the off-road rider. Most responded. One asked how much it would cost to be included in our fashion show 'n' tell. Seems they were charged by another monthly for a similar photomechanical display of their wares. Pssshaw, we say. Keep your money, guys, and plow it back into making better and brighter threads.

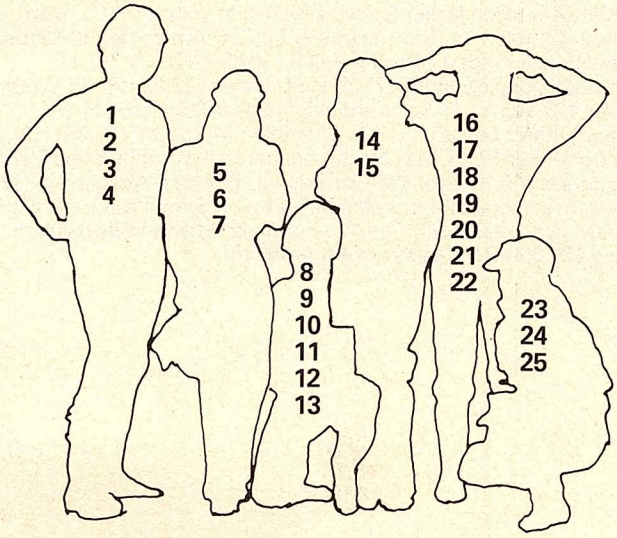
We know what you're thinking. Look at all those freebies they scored for themselves. Not so. It all went back. We did this for you, not to swell our measy wardrobes.

One other thing. Most of the gear was supplied by manufacturers or distributors who do not sell directly to the public, but rather through local dealers. Don't try to order directly unless an asterisk (*) appears after their name in the address list. That means they do sell retail. Prices shown are suggested retail; they may vary across the nation. Remember to tell 'em you saw it in DIRT BIKE.

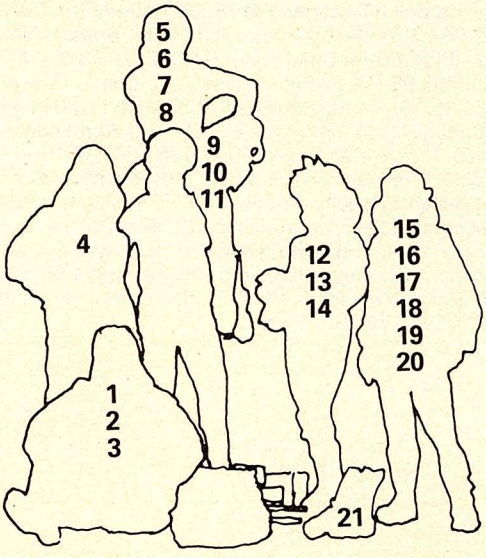
That's about it. Give your eyeballs a good workout. Who knows — a personalized pink- and purple-striped, green-starred racing jersey may do more for lowering your lap times than a new up-pipe. Dazzling duds are for hookin' it. Look good. Hook good. Do it today.



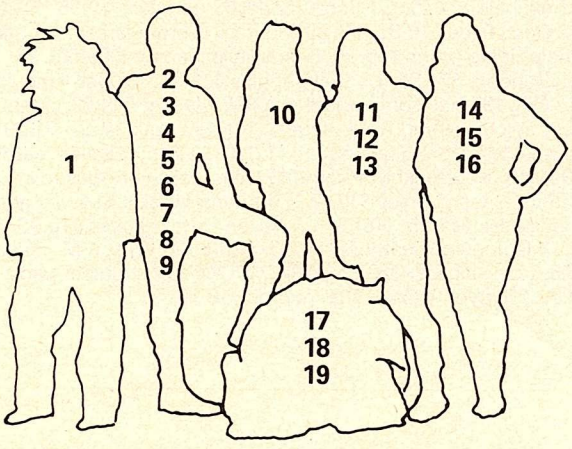
(1) Kawasaki T-shirt $6. (2) Grand Prix Products padded denim jacket $33.10. (3) Grand Prix padded denims $32. (4) Kawasaki MX boots $71.95. (5) DG Premier helmet $69.95. (6) DG Performance hat $3.95. (7) DG sweatshirt $7.95. (8) DG jacket $27.95. (9) Torsten Hallman GP pants $108.60. (10) Hondaline Pro MX boots $87.95. (11) Bel-Ray jacket $30. (12) National Hydron Snapper T-shirt $5. (13) Malcolm Smith knit cap $4. (14) Malcolm Smith long-sleeve sport shirt $7.95. (15) Malcolm Smith (red, white and blue) Gold Belt $16.95. (16) Malcolm Smith star gloves $21.95. (17) Malcolm Smith nylon/leathers $75.95-$85.95. (18) Malcolm Smith boots $73.95. (19) Malcolm Smith star jersey (all brand names and colors) $14.95. (20) Hi-Point jersey (Husky, Honda, Suzuki and Yamaha also available) $16.75. (21) Hi-Point Brown Belt $16.95. (22) Hi-Point MX gloves $11.25. (23) Hi-Point nylon leathers $64.95. (24) Hi-Point boots $74.95. (25) Malcolm Smith Baja Pack $25.50. (26) Hi-Point Honda jersey $16.75. (27) Malcolm Smith Gold Medal enduro jacket (red, navy blue or royal blue with gold) $59.95. (28) Malcolm Smith canteen and holder $4.66. (29) Malcolm Smith Racers Braces suspenders $7.95. (30) Knobby Shop International Vic Vaughn waterproof pants $100.95. (31) Hi-Point boots $74.95. (32) DG race jersey $15.95. (33) Malcolm Smith shin/knee guards $17.95. (34) Malcolm Smith face fender $5.95. (35) Malcolm Smith Scott goggles $12.95, $16.95 with polarized lens. (36) Malcolm Smith shoulder/chest protector $25.30. (37) Malcolm Smith gear bag (all brand names) $19.95 (32-inch), $16.95 (24-inch).



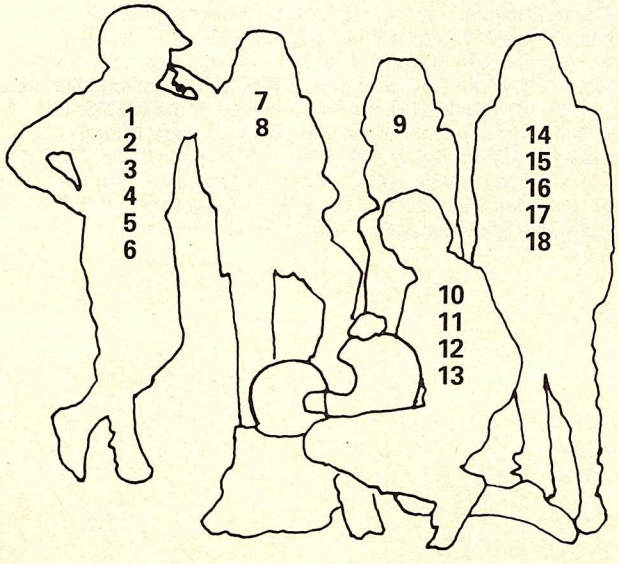
(1) JT Racing Bell RT helmet $39.75. (2) Bultaco International 76 jersey $19.95. (3) Bultaco leathers $89.95. (4) Bultaco Heckel MX boots $89. (5) Malcolm Smith visor (all brands) $3.95. (6) Bultaco track T-shirt $3.95. (7) Hi-Point visors (12 brands). (8) Honda team helmet $33.95. (9) Honda goggles $10.95. (10) Honda (white) team jersey $16.95. (11) Honda gloves $23.95. (12) Honda goatskin team leathers $85. (13) Honda Pro MX boots $87.95. (14) Honda team jersey $16.95. (15) Electro visor $2.19. (16) Bell Moto Star helmet $69.95. (17) Scott goggles $12.95. (18) JT Racing gloves. (19) Bill Walters custom jersey (team jerseys $12.95). (20) Simon Says Yes Gold Belt $16.95. (21) Bill Walters nylon/leathers (all brands and colors) $84.95. (22) Full Bore Grand Prix boots $74.95. (23) Hi-Point visor. (24) Bultaco Equipo T-shirt $3.95. (25) Maico ($2.50) and Kawasaki (leather $5.95) visors.



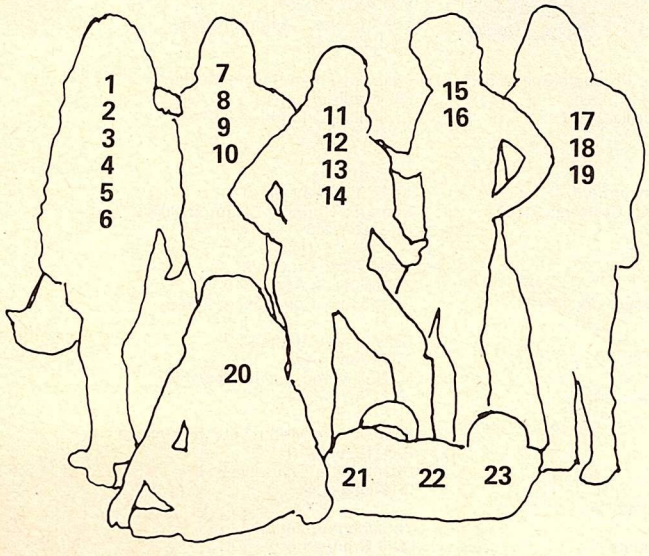
(1) Can-Am nylon jacket (prices available at your local Can-Am dealer). (2) Can-Am nylon/leathers. (3) Can-Am boots. (4) Can-Am nylon jumpsuit. (5) JT Racing Bell RT helmet $39.75. (6) JT Barrafuldi goggles $6.95. (7) JT WFO jersey $13.95. (8) JT Wolsink gloves $28.85. (9) JT Koho shoulder pads $39.95. (10) JT nylon/leathers $89.95. (11) JT Champion MX boots $89.95. (12) Electro T-shirt $2.95. (13) Electro helmet. (14) Knobby Shop Carrera 98 goggles $10.98. (15) Can-Am helmet. (16) Can-Am gloves. (17) Can-Am leathers. (18) Can-Am helmet. (19) Simon Says Yes Super Spoiler visor $4.95. (20) Can-Am boots. (21) Lynn Wilson Hatch boots $34.95. (22) Can-Am chest protector.



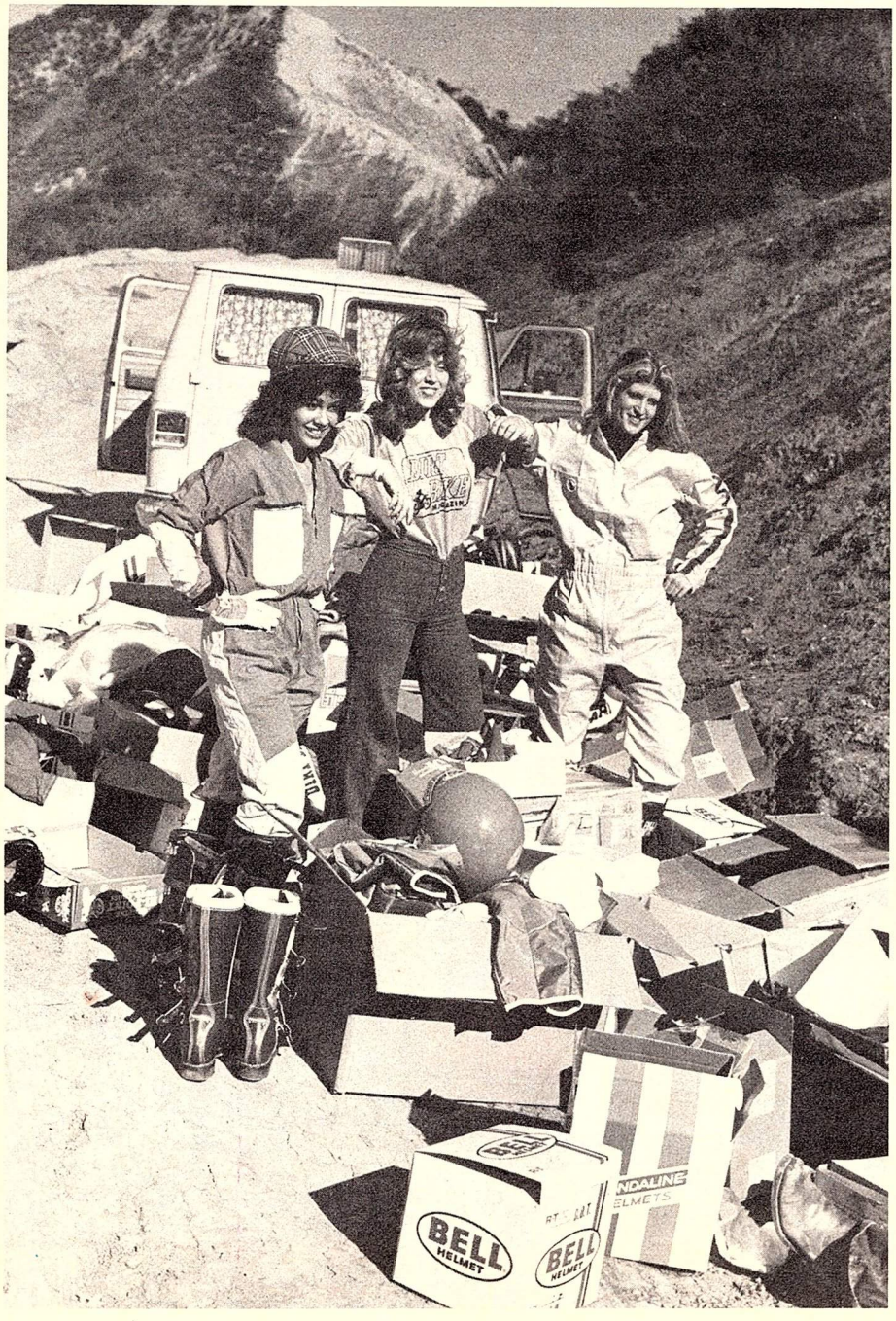
(1) Torsten Hallman rain suit $31.80. (2) Shoei helmet $46. (3) Hallman X-peak $2. (4) Hallman goggles $9.85. (5) Hallman Inter-Am jersey $16.90 S, M; $19.35 L. (6) Hallman kidney belt $11.60. (7) Hallman DeCoster gloves $25.10. (8) Hallman DeCoster GP pants $131.35. (9) Hallman Brad Lackey boots $73.95. (10) Visa-Therm Products enduro jacket $85. (11) Jado Action Sportswear custom jersey. (12) Maico MX pants $89.95. (13) Maico Daytona MX boots $85. (14) Maico wool cap $3.75. (15) Maico scarf $6.50. (16) Maico jog suit $26.95. (17) Hallman tote bag $19.95. (18) Hallman Jofa shoulder pads $38.05. (19) Hallman shoulder pads $31.95.



(1) Shoei helmet $46. (2) Scott model 53 goggles $12.95. (3) Al Baker Race Face $16.95. (4) Bill Walters custom jersey. (5) Lancer Leathers riding pants $89.50. (team-style leathers $99.50). (6) Full Bore GP boots $74.95. (7) Bell goggles $11.95. (8) Bell Trac Jac jacket $38. (9) Full Bore enduro suit $98. (jacket $59.50, pants $46.50; colors: white, black, blue). (10) Kawasaki jersey $12.97. (11) Kawasaki Bell Moto Star $69.95. (12) Kawasaki goatskin leathers $94.95. (13) Kawasaki MX boots $71.95. (14) Lynn Wilson bicentennial team jersey $12.95. (15) Lynn Wilson Skyway goggles and facemask $11.95. (16) Lynn Wilson Hatch gloves $10.95. (17) Lynn Wilson nylon/leathers $84.95. (18) Lynn Wilson Munari boots $79.95. (19) Bell Star $69.95. (20) Lynn Wilson shoulder pads $26.95. (21) Lynn Wilson shin guards $18.50.



(1) Knobby Shop Jaybird trials suit (red, yellow, blue) $19.95. (2) Knobby Shop Pro MX glove $19.99. (3) Knobby Shop Carrera Phantom goggles $11.85. (4) Knobby Shop Centurion trials helmet (white, red, yellow, blue) $16.95. (5) Knobby Shop Carrera fanny belt $6.99. (6) Full Bore Trophy boots $64.95. (7) Suzuki Esprit jersey $13.50. (8) Full House Tony D pro gloves $17.95. (9) Suzuki gloves $17.99. (10) Suzuki leathers $79.99. Not Shown: Full House Tony D boots $89.95, Suzuki MX boots $72.99. (11) B&B Specialties Sammy Miller "Scottish" helmet $49.95. (12) B&B Sammy Miller trials suit $29.95. (13) B&B trials gloves $12.95 padded, $10.95 unpadded. (14) B&B rubber trials boots $29.95. (15) Yamaha short-sleeve sport shirt $10.25-$11.50. (16) Yamaha leathers $94.95. (17) Yamaha jacket $41.50. (18) Yamaha leathers $94.95. (19) Yamaha boots $64.95. (20) Jado Action Sportswear custom jersey. (21) B&B full-coverage trials helmet $24.95. (22) B&B shorty trials helmet $21.95. (23) Scott-John tote bag.



ADDRESSES

Al Baker Racing and Development*
15174 Raymer St.
Van Nuys, California 91405
(213) 997-7055

B&B Specialties*
P.O. Box 9364
Marina Del Rey, California 90291
(213) 677-2300

Bell Helmets
15301 Shoemaker
Norwalk, California 90650
(213) 921-9451

Bultaco International
P.O. Box 62547
Virginia Beach, Virginia 23462
(804) 499-8501

(Can-Am) Bombardier Corporation
4505 W. Superior St.
Duluth, Minnesota 55806
(218) 628-2881

Carrera International Corp.
35 Maple St.
Norwood, New Jersey 07648
(Eastern Carrera distributor)

DG Performance Products Specialties*
5552 La Palma Ave. East
Anaheim, California 92807
(714) 996-4430

Electrofilm, Inc.
7116 Laurel Canyon Blvd.
North Hollywood, California 91605
(213) 875-1000

Full Bore
P.O. Box 36
Schenectady, New York 12301
(518) 372-4727

Full Bore West
13712 Alma Ave.
Gardena, California 90249
(213) 532-9311

Full House
P.O. Box 16060
Columbus, Ohio 43216

Grand Prix Products
LAFB Building 1333
Laredo, Texas 78040
(512) 722-0996

Torsten Hallman Racing
1300 Hill St.
El Cajon, California 92020
(714) 442-0431

Hi-Point Accessories
9604 Oates Dr.
Sacramento, California 95827
(916) 362-4124

Hi-Point Accessories
3709 W. Erie Ave.
Lorain, Ohio 44053
(216) 244-4101

Hondaline
100 W. Alondra Blvd.
Gardena, California 92647
(213) 321-8680

National Hydron
1633 Rothsville Rd.
Rothsville, Pennsylvania 17573
(717) 626-2028

Jado Action Sportswear*
1721 S. Hawthorne Blvd.
Portland, Oregon 97214

JT Racing*
P.O. Box 10
Bonita, California 92002
(714) 479-9696

Kawasaki Motor Corporation
P.O. Box 11447
Santa Ana, California 92711
(714) 540-9200

Knobby Shop International*
P.O. Box 1592
La Jolla, California 92038
(Western Carrera distributor)

Lancer Leathers*
10624 N. 19th
Phoenix, Arizona 85029
(602) 944-1783

Maico West
110 E. Santa Anita
Burbank, California 91502
(213) 849-6066

Scott-John Industries
1249 McKinley
St. Louis, Missouri 63119

Scott USA
P.O. Box 187
Sun Valley, Idaho 83353
(208) 726-4541

Shoei Helmets
1717 Pontius Ave.
West Los Angeles, California 90025
(213) 477-6051

Simon Says Yes*
P.O. Box 69129
Los Angeles, California 90069
(213) 657-7231

Malcolm Smith Racing Products
888 Marlborough
Riverside, California 92507
(714) 686-1000

U.S. Suzuki
13767 Freeway Dr.
Santa Fe Springs, California 90670
(213) 921-4461

Visa-Therm Products*
247 Madison Ave.
Bridgeport, Connecticut 06604

Bill Walters Leathers*
7359 Varna Ave.
N. Hollywood, California 91605
(213) 982-3738

Lynn Wilson Motorcycle Specialties*
P.O. Box 653
Chatsworth, California 91311
(213) 886-8044

Yamaha International
6600 Orangethorpe
Buena Park, California 90620

* retail seller

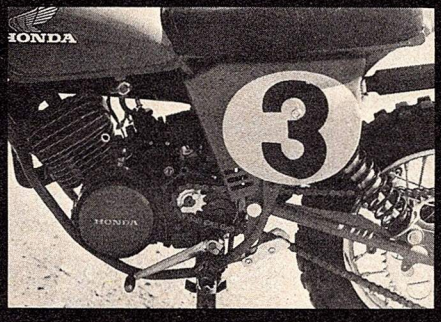
MARTY JUNIOR REPLICA

What's track and light and red all over? An all-red factory RC50 Elsinore? Nope, just an RC replica, put together from the production MR50 Elsinore. The young man seen effortlessly hoisting the Mini Red Rider is Rick Henricksen, who built the bike for his brother Kurtie, who at age nine is already a seasoned racing veteran of the National Minicycle Association. It's all in the family since the brothers' dad is Ron Henricksen, president of the National Minicycle Association.

Rick spent the better part of three weeks assembling the Red Dwarf — over 100 hours. He estimates the value of the bike at about $1200, counting parts and labor.

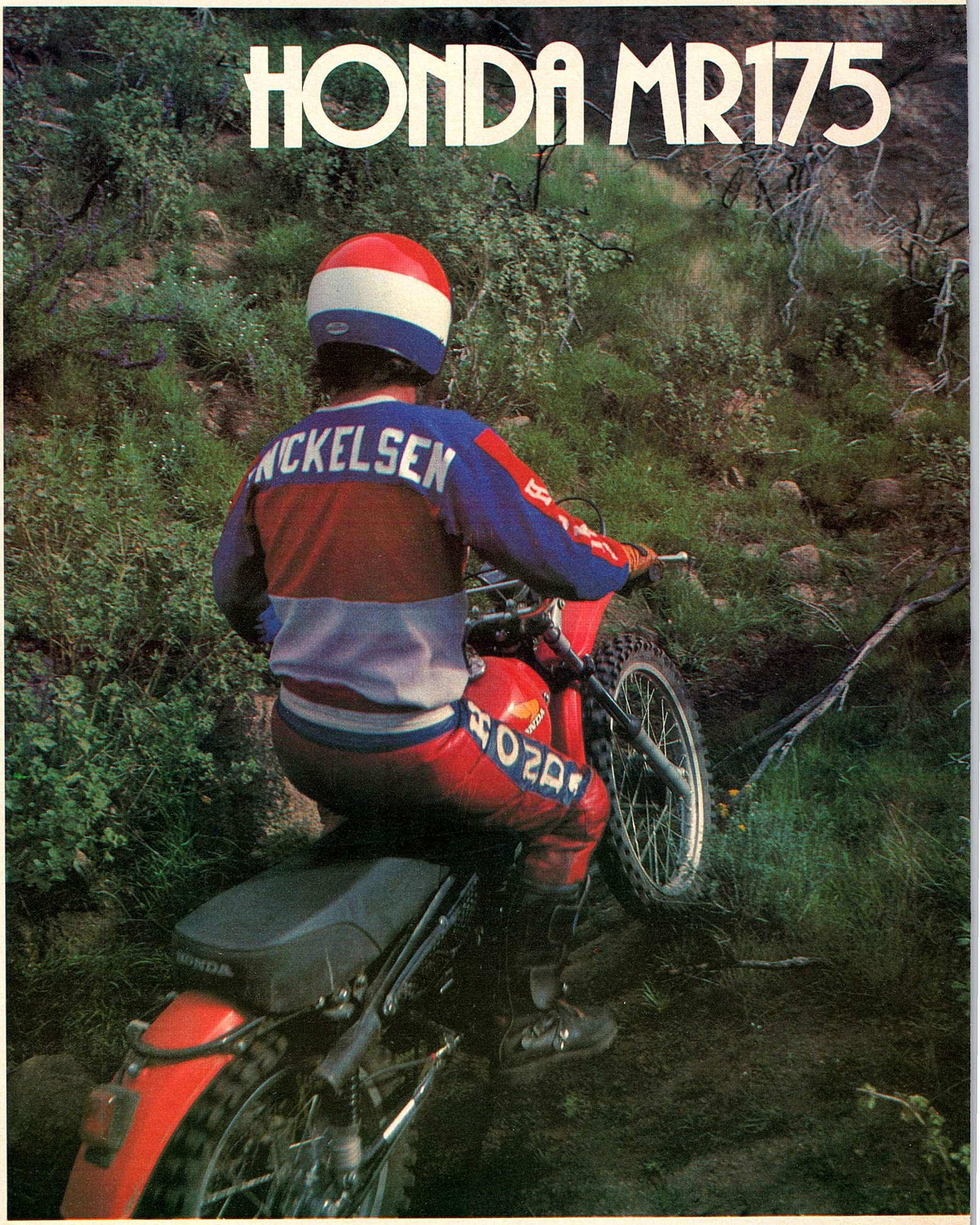
For his next project Rick is thinking about scaling down a Gold Wing 1000. He expects the biggest problem will be figuring out what to do with the chain tensioner.

by Len Weed



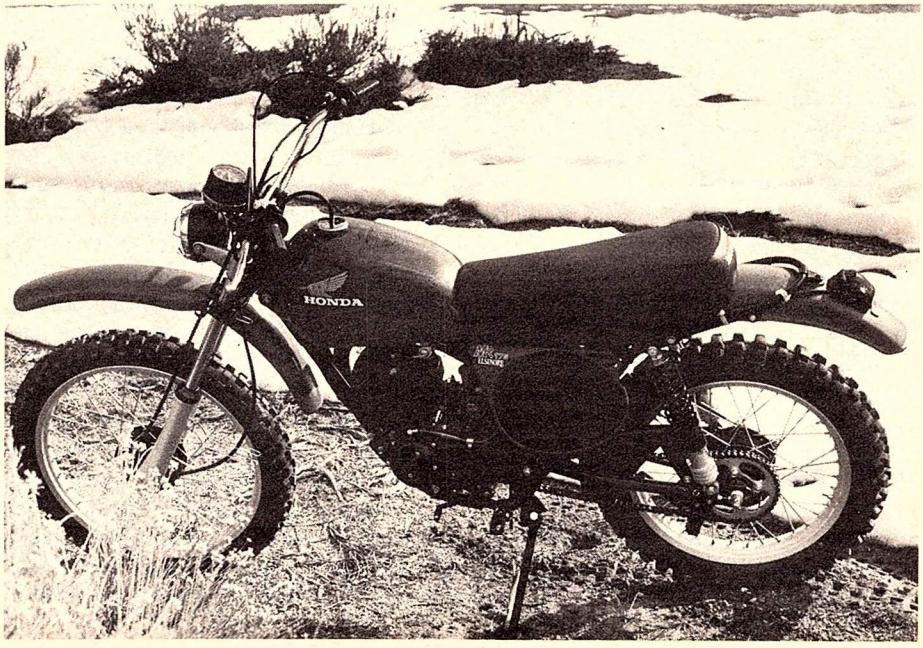
Rick made the chrome moly frame and the up-pipe. The shocks are Boge. The swingarm was modified for the lay-down; there's 6¼ inches of rear end travel. The seat was reshaped. Circle Industries made the 50-tooth rear sprocket, Rick handmade the chain guide. Clutch springs from a CR125 were substituted and titanium nuts were used liberally. Hacienda Honda made the head for the Elsinore engine, which was upped to 60cc with a Yamaha Mini Enduro sleeve. The bike has a magneto ignition and 20mm Mikuni. The air box is handmade, uses Filtron. Everything is painted red except the pipe.

Forks were converted to air, use Goki caps. They have 5¾-inch travel. The rims and spokes (nine-gauge) are cadmium-plated. The tank was reshaped to conform to the 125 factory container, uses CR125 cap. Weight, ready for gas, is 98 pounds.


HONDA MR175
NICKELSEN
HONDA

Establishing a new class — the trailbike

by the Staff of DIRT BIKE



In a day and age where specialization ad infinitum may be more bane than boon, an effort to establish definitive boundaries for a new class of motorcycle is most likely the height of absurdity. Only the most pressing of circumstances would lead this magazine to pursue such an approach, but believe us, the 1977 Honda MR175 has presented such circumstances.

MR175 — motorcycle without a class. Neither enduro competitor nor street-trailer. Limited on one end by dollars invested and on the other by decals declaring it an off-road vehicle. The MR can go

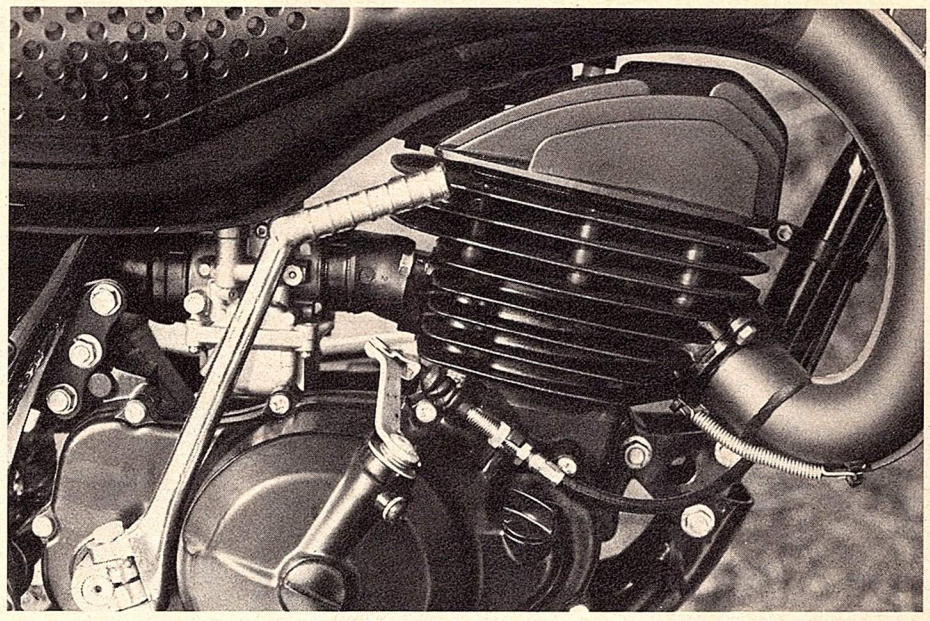
neither direction and be a success.

Yet the MR175 *is* a motorcycle with a purpose, one it serves admirably, if not perfectly. The MR is none other than a trailbike. In times when it is easy to forget that the motorcycle might be meant for more diverse purposes than competition or cheap thrills, the MR is a breath of fresh air (once jetted correctly).

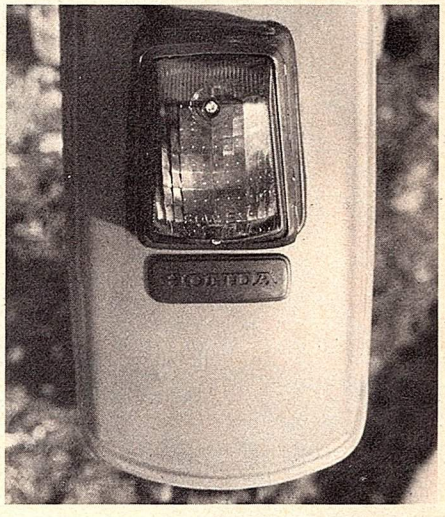
Trailbiking would be mightily difficult to apply an absolute definition to, but we can easily number some of its primary characteristics. Trailbiking is something we want to do with utmost silence, since the noise of a motorcycle interferes with the experience. While we trailbike we hope to see some attractive things, maybe an animal or two — a hawk soaring on a ridge or a deer grazing. While we trailbike we negotiate whatever natural obstacles present themselves along the way. We may not care to negotiate them quickly, but we hope to do so with finesse and minimal strain. In a sense trailbiking is moving, going somewhere.

Honda's MR is headed down our trail. In the face of the increasing technical sophistication of off-road competition machinery over the past few years, the MR remains much as it was originally conceived, with refinements to the original concept. Simply because it lacks the speed, suspension and handling of that current crop of enduro/ISDT rigs, it fills a category that the more advanced machines cannot. Which is not to say that the MR175 cannot be successfully campaigned or that it does not have certain advantages in specific competition situations or that Honda won't advertise it as a serious off-road competitor. The MR just slows down better than the hyper-enduro equipment of today. It can be putted with ease.

Prospective MR owners will be happy to know that Honda has chosen new gear ratios for the MR. Second is now closer to first, making it usable in tight situations. A reduction to a 12-tooth countershaft from the stock 13 helps the MR pull each of its upward ratios with more vigor yet. In a trail-riding situation the MR will now move along at a moderate pace without unseemly engine screaming. As a trailbike the current MR five-speed presents a useful set of ratios. A six-speed would keep the piston-port engine aspirating in its optimum range, but would most likely be a hindrance to the trail rider.



Keihin carb came jetted fat. We dropped the needle a notch below mid-point for our clime.



Wide fender shields the rider better than the motor from the onslaught.

Front forks have also been improved, providing an additional ¾-inch of travel and less tendency to bottom rudely. Fortunately, the MR's suspension has not been stiffened to accommodate WFO riding, but still remains compliant, allowing the front wheel to climb rather than bound over the rocks. Few trail-riding situations arise that will overtax them. The rear shocks are the long-familiar finned aluminum Shoei units, with two springs, one soft and one stiffer. The shocks work in excellent harmony with the forks over everyday trail bumps and rocks. Were the springs heavier they would not tend to become quite so nonplused in high-speed situations, but the tractive abilities they give the rear wheel in gnarly terrain would be sacrificed. Because the front suspenders provide only six inches of travel and the rear four inches, the MR has less tendency to become wallowy in rocky streams than long-legged rivals. At the same time its seat is an accommodating 31 inches high while maintaining adequate ground clearance under engine and pegs. The MR provides exception to the presumption that most manufacturers must think the average rider is at least six feet tall.

Heavy-duty D.I.D rims should retain their form nigh on to forever. Though we were not aware of inadequacies in the rims found on previous MRs, a little more strength is always welcome.

And that about rounds out the changes you'll find on the 1977 Honda MR175 currently gracing

MR175	
Price (approx. retail, West Coast):	$923
Engine	Two-stroke, piston port
Displacement	171cc
Bore & Stroke	66mmx50mm
Compression Ratio	6.8:1
Standard Jetting	28mm Keihin
Horsepower	N/A
Clutch	Wet, multi-plate
Primary Drive	4.00:1
Transmission Ratios:	
1.	2.357
2.	1.611
3.	1.190
4.	.916
5.	.741
Final Drive	3.071:1
14-tooth countershaft	
43-tooth rear sprocket	
Air Filtration	Oiled foam
Electrics	Magneto
Lubrication	Pre-mix
Recommended Fuel	Premium
Recommended Oil	N/A
Fuel Tank Capacity	2.9 gallons
Frame	Mild steel, single downtube
Suspension:	
Front: 5.7-inch (17.3cm)	
Rear: 4.1-inch (10.4cm)	
Starting	Kick it
Wheels & Spokes	D.I.D Alloy HD
Tires	3.00x21 & 3.50x18 Bridgestone
Dimensions:	
Wheelbase	53.7 inches (136.4cm)
Swingarm length	17.0 inches (43.3cm)
Ground clearance	9.8 inches (24.9cm)
Bars, width	33.5 inches (85.1cm)
Pegs, height	11.5 inches (29.3cm)
width	17.5 inches (52.3cm)
Seat height	31.0 inches (81.0cm)
Weight:	
208 pounds (96.2 kg)	
Distribution: 44.9% front/55.1% rear	
Brakes:	
Front: Cable	
Rear: Cable	
Instruments:	
Speedo, resettable in tenths	
Lights	Yep
Silencer	Yep
Spark Arrestor	Yep
Warranty	90 days

your local dealer's showroom floor. For those of you not fully apprised of the nature of the MR over the past two years of its existence, here's a synopsis of what it does:

On the trail the MR feels quite light and nimble. Low seat height and low overall weight let the rider personhandle the bike through touchy situations. Its steering is actually quite hard to define, since the rider can easily overcome any inherent tendencies the geometry may imply. For example, through tight switchbacks the MR tends to plow the front wheel some, but a dab of the foot and a squirt of throttle easily sticks everything back in line.

Acceleration and torque are less than overwhelming on any 175, but the MR's tend to be softer than the norm. The MR's grunt is exclusively in the mid-range. In the lower revs it will die away under minimal flywheels and use of high revs won't produce a lot more than noise. But in its roughly 4000 rpm mid-range the MR provides an excellent combination of response and tractability. A handful will get the front wheel light while a small twist will be enough for the MR to hold its own in rocks.

Up a hill? The two previous model years of MR175s had some problems. Not even gearing down would let them pull the gap between first and second on a climb. It was purely first gear and plenty of revs to keep the rear spinning. Our stock bike wasn't about to pull any serious hill in second, even with the narrowing of the gap, but another new bike we rode with a tooth less on the countershaft could pull second on most hills. Still, basic hillclimbing approach involves lots of rpm and adroit clutch work to keep the MR's front wheel near the ground.

The MR is not a large person's motorcycle. Though there is a certain pleasure to nearly equaling the mass of the machine, riders in the six-foot and over-170-pound range will find the handling a bit indeterminate and the suspension flaccid. Rider comfort will also be best for smaller individuals, since they will find the controls pleasantly close to hand and toe and the seat padding adequate in the places they want to be. Tank profile is a little wide but not objectionable, and provides a good 60 miles' worth of sipping for the motor.

All the little niceties we've come

Continued on page 82

INTRODUCING . . .

YAMAHA'S

GREETINGS, ETC.

Konnichi Wa. That's hello, to you. This is IT250 speaking, in what is, to my knowledge, the first bike test told by the motorcycle itself. I thought it appropriate to begin with a greeting in the language of my homeland, but since DIRT BIKE is somewhat short on Japanese type, and since I *am* a motorcycle of, how shall we say it, international appeal, English will do from here on.

By the way, IT250 is a bit formal for my tastes. If you don't mind, just call me "It." The folks here at DB do, and though I felt insulted at first, I admit to having grown fond of the nickname.

You're probably wondering how I came to be writing a test on myself. It's really quite simple. As energetic as the DIRT BIKE crew are on the tracks and trails, they tend to get a bit sluggish when forced to pilot their desks. It could be that the Plush, Well-Lit Chairs around here have outdated suspensions.

Anyway, they spent a goodly number of miles and hours with me on a whole slew of trails, and more hours still hashing over what they felt to be my strong and weak points. (A lot of *that* was pretty difficult to listen to!) By the time they were supposed to collate all of that information, however, they began procrastinating. You know the story, everyone had something else to do. To make a long story short, I decided to offer to do it myself.

Strangely enough, none of them seemed too surprised when I spoke up. Woods said he'd seen stranger things, Weed said that he didn't doubt it. They eventually agreed to let me give it a try, reserving the right to add their own comments and opinions wherever I found it too difficult to be objective (that's their word, not mine) about myself. As I said, I'm new to this sort of thing, but an Endurance Trial bike

IT250

The letters mean International Trial, but how does that relate to you?

As told by "IT" himself, with slight help from the Staff of DIRT BIKE

is supposed to be able to handle most anything, so here goes...

THE FAMILY TREE

Many of you, I'm sure, have had some experience with my honorable grandfather, DT-1. He is said by many to have played a large part in the expansion of off-road riding in your country. I consider myself a part of his line, and though some soreheads (sore what? — eds.) may complain about his stiff knees and shortness of wind, he was a revolutionary in his time. Of course I have none of those weaknesses. As the poet says, "The blossoms are faded and falling, soon we'll have fruit."

But I digress. In many ways I owe more to my relatives in the YZ branch of the family. The similarities are obvious. One has to but glimpse my svelte monoshock (svelte? — eds.) and aggressive frame. The YZ series, however, for all their speed and agility, are a bit *too* aggressive, both in voice and power, to get along in the more civilized world of cross-country riding. All of those motocross manners just make them a little hard to take.

The first hint of (ahem) the *good things* to come was introduced to you last year in this same magazine. Old IT400, 1976-style, made quite a hit. Good power, good suspension, a ball in the wide-open spaces of the rule. And there, dear reader, is where I come in...

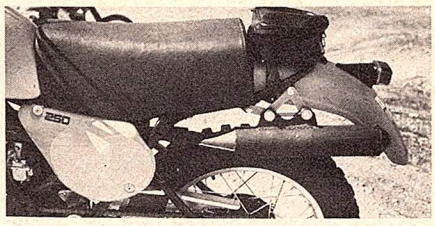
MOTOBIOGRAPHY

I am, of course, a new model. That goes without saying. Newness, where motorcycles are concerned, however, is often a relative term. Not in my case; I share almost nothing with last year's 400.

My frame, lithe but sculpted, is identical, other than brackets and whatnot, to that of this year's YZ250. You know, the stocker that Hannah has won the first two races in the Florida Winter Motocross series on.

In the engine department, too, I have a lot in common with the newest YZs. Of course changes in porting, carburetion and exhaust pipe have reduced my hyperactivity and left me with the kind of power that's always there when the hand demands.

Providing that youthful spring to my legs is a whole new suspension system. In the front strut a pair of new leading axle forks, which incorporate essentially the same rebound and compression dampening characteristics as those on the '76 IT400. Of course the real suspension story is my new De-Carbon system monoshock. It uses a floating piston to separate the oil from the gas pressure, instead of a diaphragm as was used on earlier models. My mono is similar to the



Our seat and pipe were pre-production items, but should be similar to production.

California desert; most of you were pleased. A few stalwarts, however, those who like to do their riding amidst the trees and rockery, found him to be a little clumsy, a bit slow to make up his mind whenever quick changes of direction were the YZ unit, too, though stroke is shorter on mine. As we all know, however, length isn't everything.

GETTING TO KNOW ME

As I said before, I did a good bit of riding with the DIRT BIKE guys. They're a pleasant enough bunch, with a wide range of abilities among them. They really put me through my paces. As if they weren't enough, they gathered together a passel of other folks to try me out, too, including some hot enduro riders and a couple of ET Gold Medal winners. I hadn't been here long before I knew that my dreams of an easy couple of spins around the motocross course test weren't going to come true.

During the testing all of their hands fell readily to the controls and their feelings of heaviness disappeared with speed.

Our relationship was a bit strained at first, and, to be honest, I was a bit worried about what sort of hands I'd fallen into. From overhearing their conversations, however, I learned that this is pretty common, that a short period of familiarization is required before any bike and rider combination can function at its best. I decided to be a bit patient with the squirrels, and didn't toss them off as often as they

deserved.

And what do you think they did to repay my kindness? They took me into the snow! Now, Yamaha makes some perfectly fine snowmobiles. I mean, I wouldn't want my sister to marry one, but they're all right in their place, yet I knew *I* wasn't made to plow through that stuff. I was surprised, I must admit, that I learned to like it. In second or third gear I was able to get right on top of the stuff, and just skim around. On several occasions I got farther along the trail than any of the other bikes with us. That same smooth power that serves me so well in mud or sand did the trick. I hope I can be forgiven for smirking a bit in the truck on the ride home.

As the testing period wore on I was called upon to handle a variety of terrain. Modesty, and that finger approaching my kill button, prevent me from detailing my further successes. (OK, OK. — eds.) I'll have to let the riders butt in for a few representative quotes of their own:

"The power is good, strong from the bottom but with a decent burst right at the top. Still, it's not as fast as the faster ET machines in its class, at least in stock configuration, and will likely be giving away seconds in acceleration tests and special tests. For enduro work, on the other hand, the power is just fine."

"That has to be the best monoshock I've ridden yet. Rock riding, either at speed or plonking, is just short of wonderful. The rear wheel doesn't seem to leave the ground at all. In fact, the suspension is hard to fault at either end."

"The IT handles pretty well. It will turn quickly with less work than last year's 400, though the front end still feels heavy. It takes a concentrated effort to get the wheel in the air in anything but first and second gear. I'd guess that the engine position has a lot to do with the problem."

"If I had to pick out one major weak point I'd have to say it was ground clearance. The skid plate is nice, one of the best production units I've seen, but in hard cornering, over whoops and in the rocks my feet were brushed off of the pegs quite a few times, and, though the skid plate seems to offer adequate protection to the bottom of the bike, it sure does a lot of clanging."

"No question about it though, the IT is fun to ride, and it is capable of making some serious time through the woods."

BEAUTY MARKS AND BLEMISHES

Me again, "It." Lord is it difficult to sit quietly while people are talking about you! They could have at least mentioned that nothing broke during the thrashing that they gave me, or that I started for them easily almost every time. Once I fell asleep briefly but a spark plug revived me. In all honesty, they did find fault with my ground clearance, and a few of the real speed freaks wished that I had more power, but what are these but nit-picking details? What about my good IRC Vulcanduro rear tire? What about my quick-change rear hub? Why, some of the Yamaha ISDT guys have pulled off 79-second tire-changes! On the rear wheel!

IT250

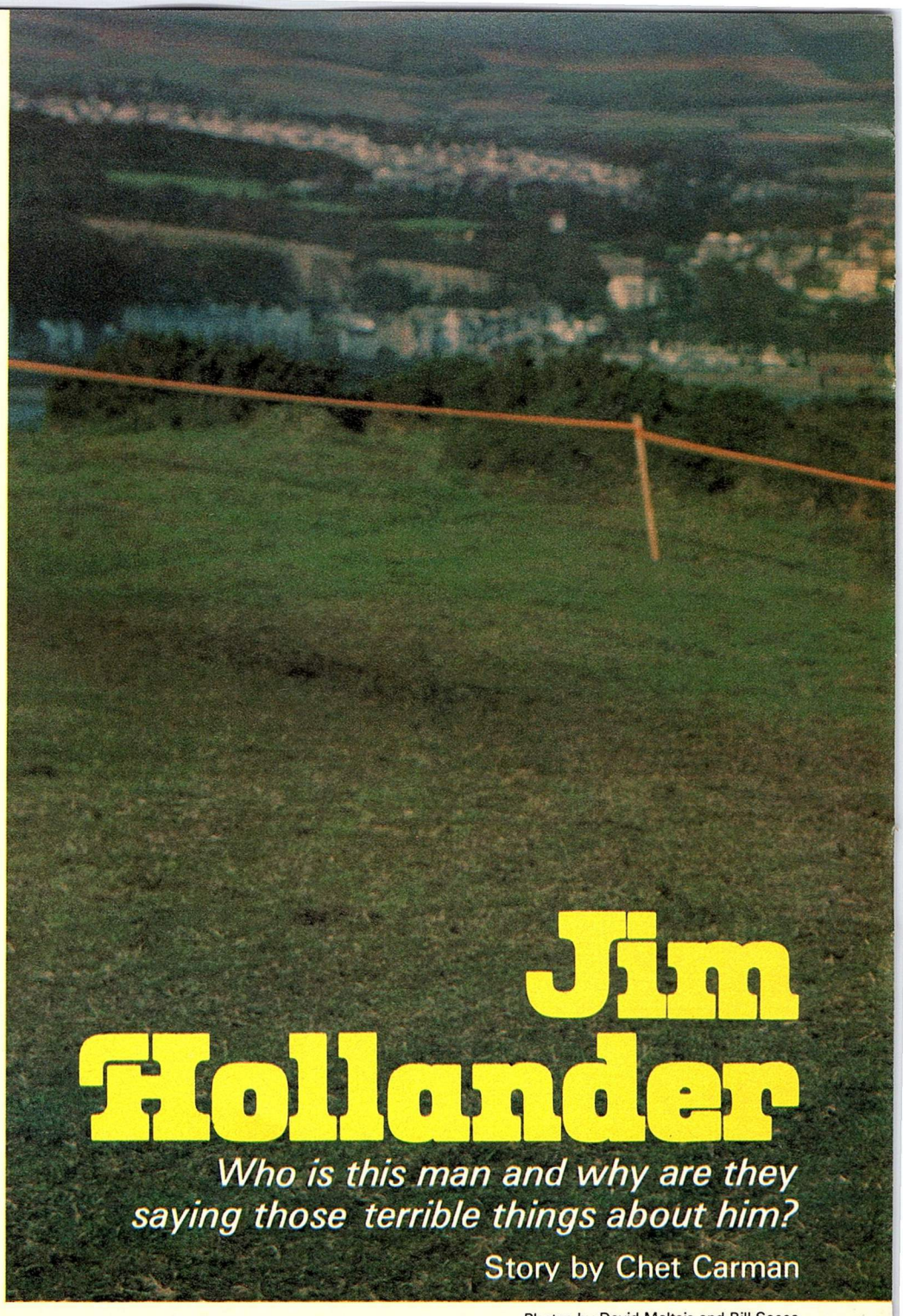
Price (approx. retail, West Coast):	$1348
Engine	Two-stroke single
Displacement	246cc
Bore & Stroke	70mmx64mm
Compression Ratio	7.84:1
Carburetion	36mm Mikuni
Horsepower	N/A
Primary Drive	64/25, 2.666:1
Transmission Ratios:	
1.	2.286:1
2.	1.706:1
3.	1.3:1
4.	1:1
5.	.84:1
Final Drive:	
	15-tooth countershaft
	46-tooth rear sprocket
Air Filtration	Foam — single element
Electrics	CDI
Lubrication	Pre-mix
Recommended Fuel	Premium
Recommended Oil	Yamalube R
Fuel Tank Capacity:	
	12 liters (3.2 gallons)
Suspension:	
	Front: Air/spring forks
	Rear: DeCarbon system monoshock
Wheels & Spokes:	
	Front: 3.2x239.5mm inner spokes
	3.2x242mm outer spokes
	Rear: 3.5x198mm inner spokes
	3.5x198mm outer spokes
Tires:	
	Front: 3.00x21 Bridgestone
	Rear: 4.50x18 IRC Vulcanduro
Dimensions:	
Wheelbase	355 cm (56.3 inches)
Ground Clearance	24cm (9.4 inches)
Bars, height	114cm (45 inches)
width	83.2cm (32.75 inches)
Pegs, height	29.3cm (11.75 inches)
width	45.5cm (18 inches)
Seat Height	94cm (37 inches)
Weight:	
	115 kilos (256 pounds) without fuel; 44.7 percent on front, 55.3 percent on rear
Brakes:	
	Front: Drum
	Rear: Drum
Instruments:	
	Speedometer/resettable odometer
Lights	Yes
Silencer	Yes
Spark Arrestor	Yes
Parts Prices:	
Piston	N/A
Rings	N/A
Clutch cable	$2.71
Brake pedal	N/A

And what about my folding brake and shift levers, my sturdy chain tensioner, my good pegs, grips, bars? I tell you, these magazine types are a spoiled lot. At least you, old reader, old buddy, can see through what they're saying, can relate all of it to your needs and abilities, can't you?

I hope so, 'cause I'd sure like to see you on the trail.

That's where the truth comes out.

Sayonara.



Jim Hollander

Who is this man and why are they saying those terrible things about him?

Story by Chet Carman

Photos by David Maltais and Bill Sacco

The time is late 1973 and the U.S. has just hosted its first-ever ISDT in Dalton, Massachusetts. All over the country, people are eagerly awaiting news of the trial.

One of the first reports to come out of the Six Day is found in Keeping Track, *a newsletter published by the Penton PR department and distributed to Penton owners and dealers everywhere.*

Reading through the newsletter, you come across a photo of a relatively unknown rider named Jim Hollander cornering his Penton at speed. What catches your attention is the fact that the headline and several inches of copy are apparently devoted to making the rider look like a crybaby. Or worse.

The article implies that Jim Hollander let down his teammates and his country by dropping out of the Six Day. Hollander had crashed hard and been taken to the hospital for stitches in his forehead. The implication is that if Hollander was well enough to ride the mile or so into the next check before blacking out, then he was well enough to continue the event. The man responsible for this article's appearance (who shall remain nameless, at his own request) claimed that it was written by a secretary who no longer works at Penton and that apologies had been tendered to everyone involved.

The newsletter made little mention of the fact that the entire Vase B team, which Hollander had supposedly let down, also failed to finish the event.

Fortunately, not many people read the Penton newsletter. Nevertheless, it was a rather inauspicious debut for a young man who hoped to make a name for himself in Six Days competition.

Although Jim claims that the Penton article had not changed his riding style, one can't help but wonder if the incident has affected his attitude toward his sport or toward himself.

I was coming into a checkpoint, I believe it was raining, and I was going downhill. I must have hit a very large rock in the trail and just was, ah...catapulted off the motorcycle. I was unconscious for a few minutes and was in pretty bad shape. It was about a mile up the trail. I rode on into the check and started getting woozy, it started to get to me. I blacked out.

At the time I couldn't continue with the injury. You know, your body has some sort of mechanism that just blacks you out when you can't function. That's supposed to protect you.

That's the way I looked at it back then.

They claim the article was sort of a joke. That it was just a little point of humor. Maybe it was true to an extent...

I've been sorta sensitive about injuries ever since then, and how I react to them.

I called John Penton on the phone after I read it and he denied having anything to do with it and he scolded the person who wrote it. We got it all straightened out on the phone and I accepted his apology. I'm still friendly with Penton. In fact, whenever I'm in Cleveland I make it a point to stop by and see how things are going.

It was sort of an embarrassing thing to read about yourself. Very few people have brought it up to me, although it has stayed in my

To be truthful about it, I was, ah...I felt very bad about dropping out of the Massachusetts Six Day. I sort of put myself into exile by leaving Penton as some sort of punishment for failing at the Six Day. I was on the Vase B team there and although the rest of the Vase B team also failed to finish, I felt pretty bad about my own withdrawal from the Six Day.

I was asked by the president of Rokon to see him before the Six Day began in '73. I approached him after the event and that's when I got associated with them. I was very much interested in the product because it was so unique and it really appealed to me. I worked with development on the motorcycle and I enjoyed that a great deal. The motorcycle slowly improved and it was very rewarding to work on a prototype level and then go out in the field and prove that your innovations worked — that you could compete directly with the

> **"I just put myself in exile, as... punishment for failing at the Six Day."**

mind, I must admit.

That's all in the past now, and Jim has proved himself many times in Six Day competition. He has picked up one Bronze, two Silver and one Gold Medal at the '72, '74, '75 and '76 events, and 16 Gold Medals in the Two Day Trials Qualifiers in this country.

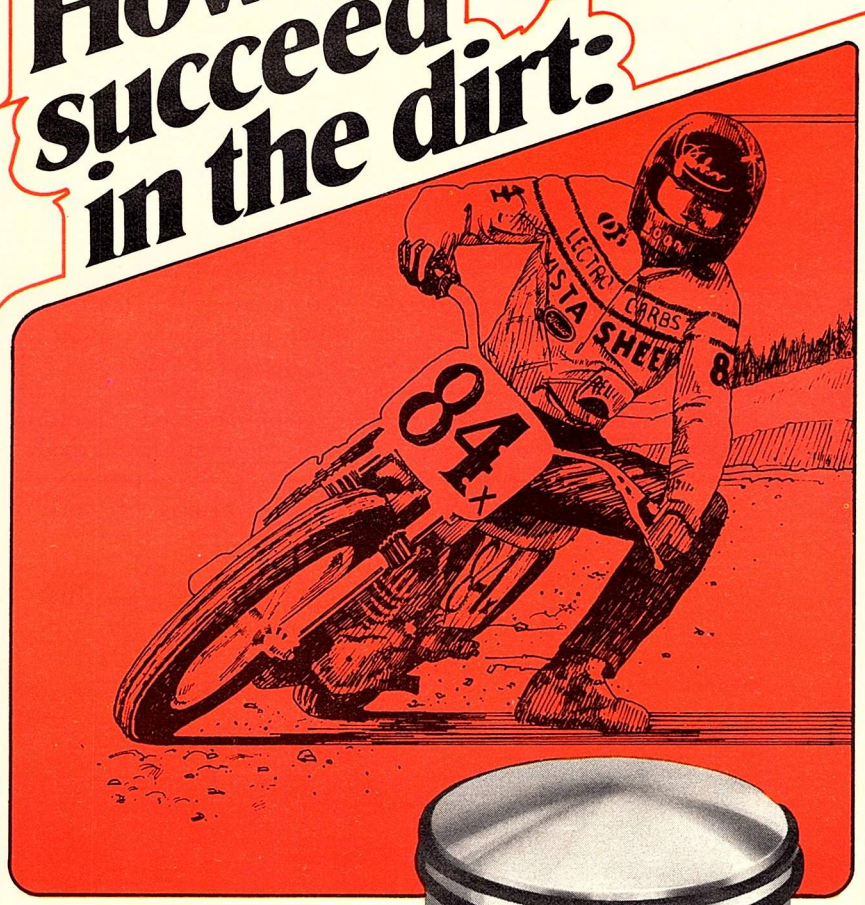
Jim's switch to Rokon came immediately after the '73 ISDT, and there were no hard feelings with Penton, although Jim was greatly concerned about the possibility that he might have let his teammates down.

Pentons or the factory Husqvarna riders or import riders.

Jim Hollander has a riding style that can best be described as flamboyant. The pictures that show him in action are among the best action shots from any event. You can always count on Hollander to provide excitement in a photograph, whether he's saving it in a turn with the front brake lever flipping in the air or cresting a rise with both feet off the pegs and the volume up full. Jim Hollander, a quiet man to talk with, likes to gas it.

It may look like my riding style

How to succeed in the dirt:



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True! Wiseco FMX forged pistons, combined with SuperStrength rings, give you more power. The rings fight power's worst enemies — heat and friction. You get the most efficient performance possible; FMX piston construction means minimum expansion, greater piston skirt control, best combustion chamber heat transfer to the cylinder walls. The SuperStrength rings have outstanding sealing capabilities; they fight power's worst enemies — heat and friction. Know some of the winners who depend on the Wiseco FMX? Ted Boody, Daryl Hurst, Garth Brow, and Bart Markel — to name a few. How about you?

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Circle Number 28 on Page 88

got more daring over the years, but actually I used to crash terribly back when I was riding for Penton. Since that accident, I've changed my style and contained myself to my limits, or just below. I've cut down quite a bit on even getting off at slow speeds, although it may look like I'm somewhat out of control.

I've adapted to the imprecise handling, and I use the automatic transmission and disc brake to make up for it. I usually ride working the rear brake against the transmission, sort of a power brake type of action, and it really is very fast — charging from turn to turn. It's incredibly quick in the woods and trails. You have to use silicone brake fluid in the rear brake so it will take the extra heat. The fluid is available through Rokon.

The bike I rode at Six Days I built directly from a machine I took out of a crate that was sitting in the Rokon warehouse. I took it apart and made some modifications to the frame. Spent about a week on it. I lowered the engine about an inch and that was the major thing...just to lower the center of gravity a little bit. I spent very little time on it compared to other Rokons I've built. On the Qualifier bike, I turned it into a frame breather like the Penton, using the backbone tube to feed air from underneath the gas tank into the air box. It worked very well and the air ran a lot cleaner and a lot drier.

> ***"I've cut down a bit on getting off, though it may look like I'm somewhat out of control."***

We never used the Cobra (Rokon's MXer...ed.) porting in the Qualifiers. It just had too much power and we didn't feel we needed it. It also used more gas.

The suspension stayed exactly stock.

Jim Hollander has gotten a reputation for being difficult to get along with. Stories abound regarding Jim's temper. He has been involved in several controversial incidents at the Qualifiers, one of which included a fight with his mechanic in the pits. When one of DB's freelancers approached Jim for an interview on the return flight from the '76 Six Day, the interview was cut short after only a few questions.

I guess I'm pretty quiet, pretty nervous before an event. It's sort of funny, once the event starts, I sort of change and really get along with people well. I guess it's just pre-race tension, nervousness. I'm quiet and maybe people take that the wrong way, like I don't want to talk to them.

Last year, Rokon cut back quite a bit on support and I decided to qualify myself at my own expense, hoping that if I did super-well perhaps they would reimburse me my expenses. So I went up to two events in a row and did very well in both, fourth in Washington and first overall in Michigan. There was quite a bit of tension in Michigan because...well, with the mechanic and all... I don't know why we had trouble but we did.

I wanted to protest Rokon's lack of support of me and I sensed that I might win Michigan, so just prior to the finish, I stopped about a mile up the trail. I knew I had about ten minutes. I was going to take off both of my tires and come in on the rims in protest. I had a change of heart and just took the air out of both tires and rode in on two flats. People wrote it up and Rokon was a little bit upset about it. Largely because of that episode, they felt I wasn't giving them the kind of publicity they wanted. At the time, I thought it was funny. With Rokon and me, I guess there's been a lot of misunderstanding. It's unfortunate. It's very hard to clear up things like that. To explain why things happen and to get a really true understanding on both sides.

One of the things Rokon resents is . . . apparently they resent my getting so much publicity. I think they'd rather have the name Rokon up there in lights, rather than the rider's name.

Jim Hollander is totally dedicated to Six Days competition and is seriously concerned about the future of the sport. He is sensitive to the treatment Six Days receives in the motorcycling press. Perhaps this sensitivity is largely due to incidents in the past that have directly affected him. Perhaps not. In any case, Jim has very definite opinions as to the responsibility of the media with regard to Six Days.

I felt that the Six Day was rather easy over there in Austria. I feel that the future of the Americans involved in Six Days and the Qualifiers is really in the hands of people like yourselves who write stories about Six Days and the Six Days people. Because that's what really builds enthusiasm in this country . . . reading these stories, because there's no other source of information for potential riders to get inspired. I was trying to convey this to the writer on the plane, that how she handled the Six Day story in Austria was crucial to its future for the Americans.

At this point, Jim Hollander is without a ride. Rokon lately has been willing to discuss the possibility of some form of support but it would probably still mean that Jim would have to come up with another sponsor to furnish expenses while he contests the Qualifiers. Finding a sponsor like that is almost impossible, as Jim is finding out. He's been having talks with a couple of companies but nothing definite has been decided as this story goes to press. He wants desperately to go to the Six Day this year but his chances of doing so seem iffy. Right now, Jim is torn between going back to college to take some engineering courses to help his design work with motorcycles, and pursuing the seemingly impossible dream of riding the Qualifier series.

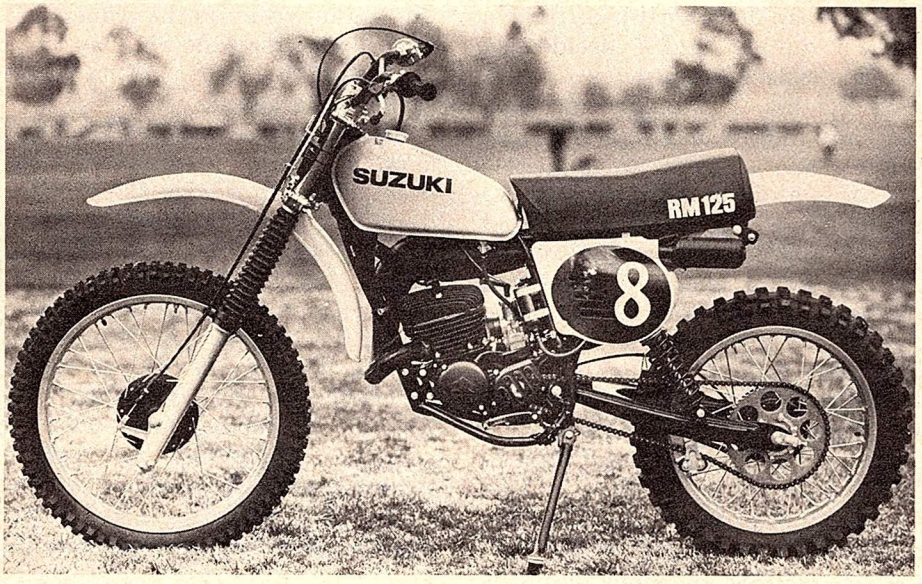
"I wanted to protest Rokon's lack of support...I just took the air out of both tires and rode in on two flats."

It seems hard to believe that one of our best Six Days riders must go without a ride simply because no one can see their way to pay his gas and motel expenses for the qualifying rounds. But Jim Hollander is dedicated, and that dedication has helped him to overcome adversity in the past, and perhaps it will help him overcome the obstacles facing him now. We hope so.

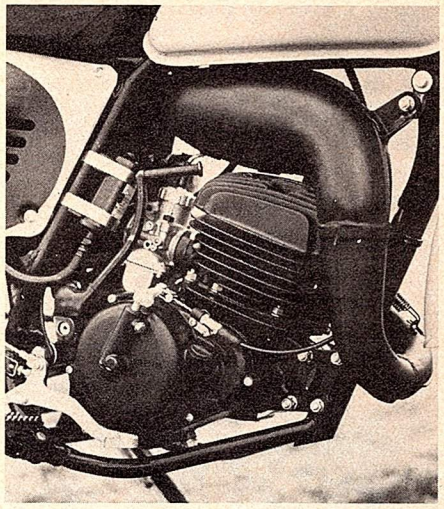
Whatever the outcome of the present situation, of one thing you can be sure; you haven't heard the last of Jim Hollander. You see, Jim is not a quitter.

HONDA CR125M vs. YAMAHA YZ125D vs. SUZUKI RM125B

Continued from page 39



And you might call this one a Rahier Replica. You get more and better suspension, ditto for the motor, and the potential to fill your trophy cabinet.



Most and best power comes from right here. There's almost a horse less than we got out of our "A" model (24.1) at 23.2, but their major engine mods have netted actual mid-range power.

the Suzuki and the Honda actually had a slightly better link between the pedal and the drum when they got good and hot, but not by much.

Shifting: Most riders had a tendency to want to move the Elsinore's shifter farther than it would go so it took some getting used to. The CR also had a very short lever and an awkward shift shaft position that didn't help matters any. The Suzuki would not shift quite as well under power as the other two. You had to either clutch it or at least back off on the throttle some. No problems with any of the clutches. They were all light and progressive in their engagement.

Wheels and tires: Both the Bridgestones and late-model IRCs found on our test units were quite suitable for the slick to tacky surfaces we encountered. Wheels and spokes held up very well with the exception of the Honda's front wheel, which collapsed with barely more than 20 minutes on it. Despite the fact that we've broken four wheels and a set of forks now off of this particular drop-off, we feel that it is time for heftier spokes and nipples for little Elsie. The Suzuki and Yamaha seldom needed even the slightest bit of attention.

GETTING DOWN TO IT

Power: Off the line it's a tie between the RM and YZ, with the Honda coming in a close third. It's when you get into some turns, uphills with holes, and in the sweepers that the Suzuki comes out on top with the most usable power. It actually has some mid-range. If you should happen to shift a little too soon, the RM will quickly pull into the "fast zone" and rocket you away. When it does get into that power range, the pulses are smooth and predictable as well as potent.

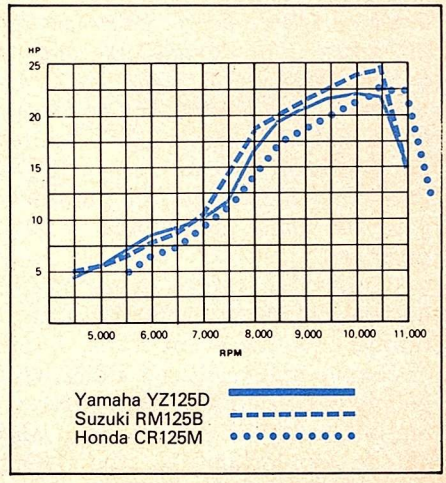
The YZ has just a taste of a mid-range, but not to the same degree. The lighter the rider, the quicker you'll be pulled into the powerband. Once you're there, it's not quite as usable as the RM's, because it comes in a burst (i.e. your basic YZ pipeyness, but to a lesser degree than in previous years).

Then there's the Honda. Its punch is not as great as the others, and it's a screamer. What's there is predictable in that you know its muscle is right on the tip-top and you've got to keep it there by feathering the clutch now and then.

Suspension: There's no way around it, hitting some holes and bumps on a good line is faster than going around them and creating an alternative line. That is, if your bike and bod are up to it. So, the more travel you've got and the better your suspension works, the quicker your laps will be (theoretically). Equally important is the dampening that controls the bouncing wheel out back. If that rear meat isn't hookin' up, even the world's best powerband isn't going to help you.

The Honda's combination of forks and shocks are well matched to the chassis. Very little of the shock from small ripple bumps to large holes is transmitted to the rider through the bars. In the rear, the combination of spring preload and air pressure is a nice touch, but the dampening is on the stiff side when cold and fades some when the heat's on. As the track gets more rutted and the holes deeper, the advantages of longer travel units, as on the Suzuki and Yamaha, become more apparent.

You couldn't ask for more than a set of forks like the ones that come on the RM. On a fairly smooth course with one killer drop-off, 16 psi and the stock oil does the trick. They absorb even the smallest of bumps without the slightest hesitation. Huge chasms are passed without a thought. Well, practically. The remote reservoir Kayaba shocks work as well as the forks.



	HONDA CR125M	YAMAHA YZ125B	SUZUKI RM125B
Price:	$896	$998	$1025
Engine:	Two-stroke single, piston port	Two-stroke single, piston port and reed valve	Two-stroke single, piston port and reed valve
Displacement:	123cc	123cc	123cc
Bore & Stroke:	56mmx50mm	56mmx50mm	54mmx54mm
Compression Ratio:	7.5:1	7.7:1	8.0:1
Carburetion:	30mm Keihin	32mm Mikuni VM32SS	32mm Mikuni VM32SS
Standard Jetting:	Pilot 45, slide 77, needle N/A, needle jet N/A, main 140	Pilot 60, slide 3.0, needle 6F22-3, needle jet P8, main 270	Pilot 30, slide 2.0, needle 6DT5-3, needle jet R-0, main 230
Horsepower:	22.3 at 11,000	21.4 at 10,000	23.2 at 10,500
Clutch:	Wet, multi-plate	Wet, multi-plate	Wet, multi-plate
Primary Drive:	Helical gears, 4.00:1	Straight-cut gears, 3.227:1	Straight-cut gears, 3.444:1
Transmission Ratios:			
1.	2.133	2.461	2.333
2.	1.611	1.875	1.750
3.	1.300	1.500	1.411
4.	1.091	1.250	1.190
5.	0.958	1.090	1.045
6.	0.880	1.000	0.956
Final Drive:	D.I.D 428 15/53	520 12/51	Daido 428TR 14/59
Air Filtration:	Oiled foam	Oiled foam	Oiled foam
Electrics:	CDI (Capacitor Discharge Ignition)	Hitachi internal rotor	PEI (Pointless Electronic Ignition)
Lubrication:	Pre-mix, 20:1	Pre-mix, 20:1	Pre-mix, 20:1
Recommended Fuel:	Low-lead (Research Octane No. 91+ or Pump Octane 86+)	Premium	Premium
Recommended Oil:	N/A	N/A	(a) Bel-Ray MC-1 (b) Castrol R30 (c) B.P. Racing (d) Shell Super M (e) Golden Spectro Synthetic Blend
Fuel Tank Capacity:	6.8 liters (1.8 gallons)	5.6 liters (1.5 gallons)	6.0 liters (1.6 gallons)
Frame:	Semi-double cradle	Split downtube, double cradle	Chrome moly, semi-double cradle
Suspension:			
Front:	Showa forks offering 191mm axle travel	Kayaba air/spring forks, offering 230mm axle travel	Kayaba air/spring forks, offering 231mm axle travel
Rear:	Showa air/spring shocks offering 193mm axle travel	DeCarbon/Monocross system offering 230mm axle travel	Kayaba nitrogen gas shocks, offering 223mm axle travel
Starting:	Primary kick	Primary kick	Primary kick
Wheels & Spokes:			
Front:	D.I.D 1.60x21 with cross-3 spokes	D.I.D 1.60x21 with cross-3 spokes	Takasago 1.60x21 with cross-3 spokes
Rear:	D.I.D 1.85x18 with cross-2 spokes	D.I.D 1.85x18 with cross-2 spokes	Takasago 1.85x18 with cross-2 spokes
Tires:			
Front:	3.00x21 Bridgestone Motocross-7	3.00x21 Bridgestone Motocross-7	3.00x21 IRC Motocross
Rear:	4.10x18 Bridgestone Motocross-10	4.10x18 IRC Motocross	4.10x18 IRC Motocross
DIMENSIONS:			
Wheelbase:	139.2cm (54.8 inches) +2.8cm	139.5cm (54.9 inches) +2.8cm	140.6cm (55.3 inches) +2.8cm
Swingarm length:	44.3cm (17.4 inches)	44.3cm (17.4 inches)	50.2cm (19.75 inches)
Ground clearance:	21.5cm (8.5 inches)	29.3cm (11.5 inches)	29.9cm (11.75 inches)
Bars, height:	110.0cm (43.3 inches)	113.5cm (44.7 inches)	114.0cm (44.9 inches)
width:	85.1cm (33.5 inches)	86.8cm (34.2 inches)	86.3cm (34.0 inches)
Pegs, height:	32.6cm (12.8 inches)	36.1cm (14.2 inches)	37.0cm (14.6 inches)
width:	43.2cm (17.0 inches)	49.0cm (119.3 inches)	44.0cm (17.3 inches)
Seat height:	89.6cm (35.3 inches)	91.5cm (36.0 inches)	92.7cm (36.5 inches)
Fork angle:	30 degrees	31 degrees	30 degrees
Weight:	89.1 kilos (196.5 pounds) without fuel; 43.8 percent on front, 56.2 percent on rear	88.6 kilos (195.0 pounds) without fuel; 48.3 percent on front, 51.7 percent on rear	90.2 kilos (199 pounds) without fuel; 44.9 percent on front, 55.1 percent on rear
Brakes:			
Front:	Full-width cable-operated drum	Conical, cable-operated drum	Conical, cable-operated drum
Rear:	Full-width cable-operated drum	Conical, rod-operated drum	Conical, cable-operated drum
Silencer:	Yes, MX only	Yes, MX only	Yes, MX only
Spark Arrestor:	None	None	None
Warranty:	None	None	None
Parts Prices:			
Piston:	$11.70	$13.74	$15.59
Rings:	$6.40	$6.00	$6.02
Clutch cable:	$4.50	N/A	$5.34
Brake pedal:	$20.10	N/A	$7.66

231mm of travel with ten-pound springs and air on top. We hope to see something very similar to these on the C model 250 and 370.

The only major malfunction among the three was the death of the Elsie's front wheel just 20 minutes into round one.

They provide a very comfortable ride while keeping the rear wienie close to the earth and driving. And, they don't fade.

The YZ's forks are very similar to the RM's in both looks and action. With a tad lighter viscosity oil in them, it would be hard to feel a noticeable difference over the type of terrain we covered. While the oil level is critical in the front ends of both of these bikes, the viscosity and amount of air pressure is up to you and your personal preferences. Spend some time with them and get it right. The forks are as easy to *tune* as is the DeCarbon shock unit. But, getting the dampening and spring preload settings in the ballpark is a different game from getting the bike to perform the way you want it to.

Handling: The Honda will perform very nearly as well as the Suzuki and the Yamaha on a fairly smooth and fast track. It steers, jumps and slides well. Well enough for last year. When you have to hit the holes and come off the jumps harder, you're going to wish that you had more travel.

If you combine the power and suspension section of this test, the YZ comes out pretty fine. But, there's more to a motocrosser than an engine and suspension. Our complaints with the Yamaha lie in basically two areas, traction and turning.

Although the Suzuki and Yamaha had identical rear tires, the YZ presented two consistent problems on varying riding surfaces. On a slick surface, it had a tendency to break the rear tire loose unpredictably. This is mostly due to its basic power characteristics. On a tacky surface, the front end clawed at the air, usually taking you off of your intended line. This brings up a more important factor. Swingarm flex.

During initial testing, keeping the YZ on a line through a turn was more a forced action than a graceful, fluid movement. Adjusting the forks down and finally back up in the crowns helped, but only slightly. After a while we could actually feel the swingarm assembly flex as we flopped it from side to side through "S" turns. This problem is greatly increased as the rider weight increases and/or with the degree to which the machine is pushed. It was because of this flexing that the bike would not track correctly through turns. When the arm flexes, it throws you out away from the radius of the turn. That's no fun at all. It put our riders on their heads a time or two because of it. For this same reason, it won't slide smoothly through a corner without trying to spit you off.

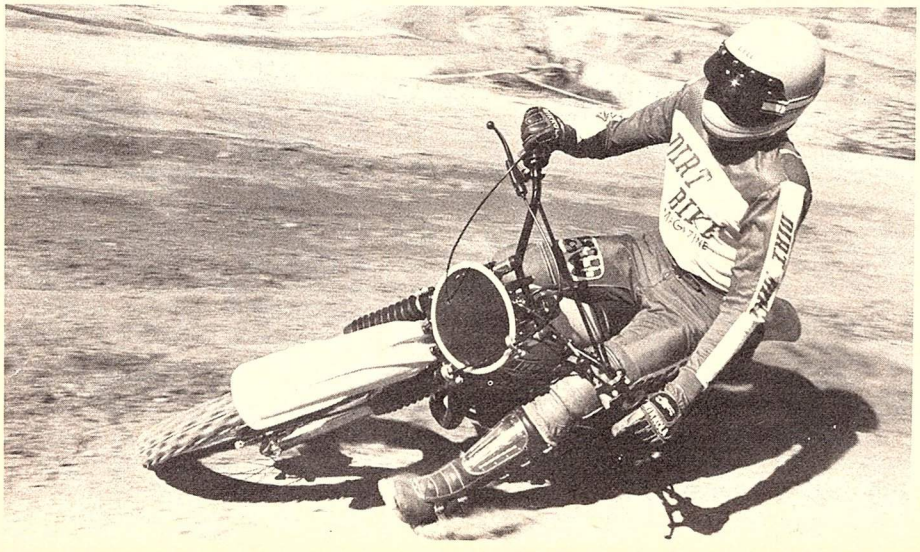
Surely the factory has seen the need for a more rigid unit, as they are currently testing an aluminum unit for possible sale if it proves worthy.

The RM, on the other hand, tucks in and rolls around a berm as if that were its only purpose in life. Slides are easy to come by and are as predictable as the power. You can slide the RM into a turn, point it where you want to go, dial on the power and suddenly be exactly where you were looking. That's the way it should be — thought and action. That's the RMB.

In truth, these bikes aren't very far from each other in a number of areas. We have tried to show you the differences, some minute and some very obvious, that we encountered during our test period. The choice is yours, but for our money...

* * *

He's done it, he's done it. The crowd has gone wild. Here, tonight, before your very eyes, you have seen R.M. Suzuki defeat both of his opponents and in short order, in this, the world's first teamless tag sumo wrestling match. Ladies and gentlemen, good evening... ✪



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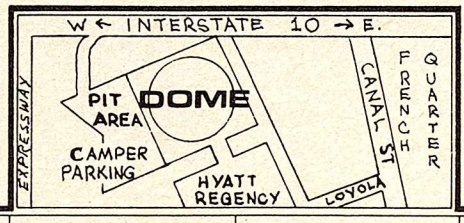

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LAST LAP

World Competition Update

It is impossible for the overworked staff here at dear old DB to cover in detail everything important happening in the motorcycle world each month. In order to fill in the gaps, we present this new column as an overview of the competition scene.

Freelancers are invited to submit short reports of important events in their area. All we need are a few paragraphs describing the action, a short list of major results, and one or two nice, in focus, photos of the action. Earn a few bucks, and keep the rest of the world's bikers informed on what's happening in your area. Address all submissions to Last Lap, DIRT BIKE Magazine, 16200 Ventura Blvd., Encino, California 91436.

FLORIDA WINTER-AMA SERIES

Feb. 6. Jacksonville, Florida. Yamaha won all three classes at North Florida Raceway in the opening round of the 1977 Florida Winter-AMA Motocross Series. Making the victory all the more impressive was the fact that Team Yamaha riders Broc Glover, Bob Hannah and Rick Burgett used new 1977 production YZ motocrossers to snare the wins. Their new works bikes weren't due until the Nationals began, and Yamaha's new racing manager, Kenny Clark, wanted to save last year's works bikes for the upcoming Supercross Series.

Team Yamaha's three-class sweep certainly provided a lot of publicity for the just-introduced YZ production bikes, proving production machinery a match for factory bikes if the rider is skilled enough.

The win may lay to rest the great claiming rule controversy of 1976.

Team Suzuki had its four-rider team of Jeff Jennings, Danny LaPorte, Billy Grossi and Tony DiStefano mounted on factory works bikes, with LaPorte, Grossi and DiStefano riding two classes. While Yamaha's Bob Hannah totally dominated the 250cc class, Suzuki's LaPorte almost ran away with the class wins in the 125cc and Open classes after winning both opening motos. Only gearbox and shifter problems in the second set of 30-minute motos for Danny gave the overall win to Glover in the 125cc class and Burgett in the Open.

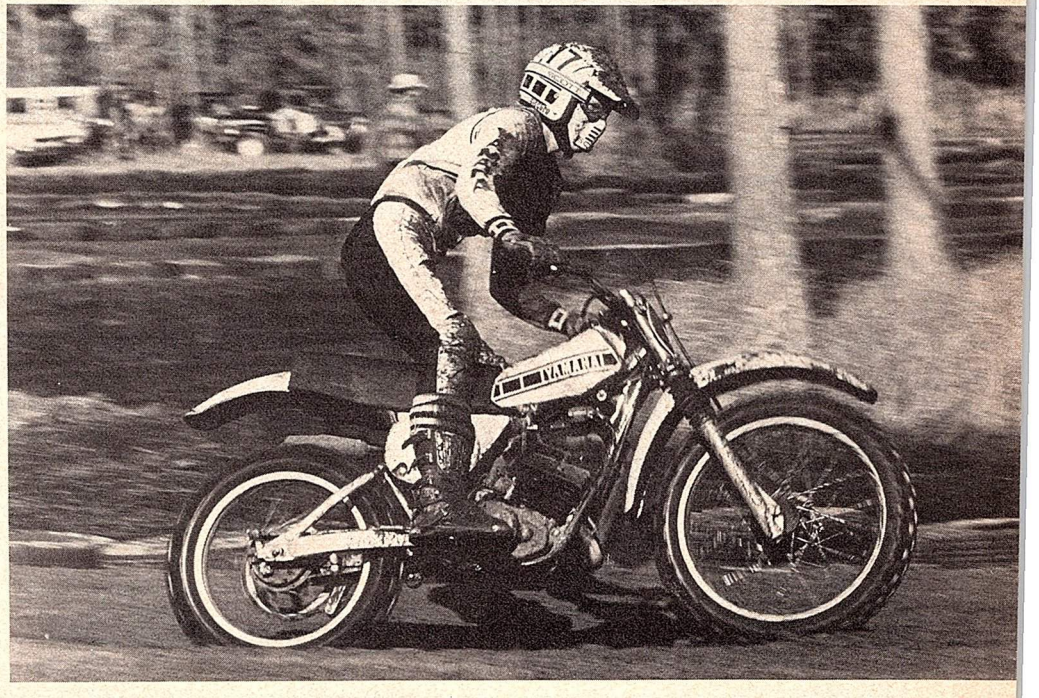
125cc: 1. Broc Glover (5,1) Yam; 2. Danny LaPorte (1,5) Suz; 3. Jimmy Walker (4,2) Hon; 4. James Fitzgerald (3,4) Suz; 5. Leonard Chiesa (2,11) Suz.
250cc: 1. Bob Hannah (1,1) Yam; 2. Tony DiStefano (2,4) Suz; 3. Marty Moates (7,2) Oss; 4. Mickey Boone (6,3) Suz; 5. Monte McCoy (9,5) Suz.
Open: 1. Rick Burgett (2,3) Yam; 2. Don Kudalski (5,1) Pen; 3. Billy Grossi (4,2) Suz; 4. John Joyner (3,4) Suz; John Ayers (8,8) Mai.

Feb. 13. St. Petersburg, Florida. The 250 class was no contest for the second week in a row. Bob "Hurricane" Hannah was after his second Series title as he ran away and hid from the rest of the pack in both motos with his Keith McCarty prepared YZ. During the second moto Bob increased his lead by over half a lap despite a crash. The only rider capable of keeping pace with Hannah was Ossa's new National rider, Marty Moates. Marty could only stay with Bob for a few laps in the first 30-minute moto and suffered a broken gearbox in the second round. Privateer Mickey Boone beat out Suzuki's Tony DiStefano in the final moto for second overall.

The 125cc class turned into a two-way battle between Danny LaPorte and Broc Glover, but getoffs both motos by LaPorte eventually turned the class win over to Broc for the second week in a row. Both Hannah and Glover now have a strong chance of pulling off the Series win in their respective classes for Yamaha.

Only in the Open class was Suzuki, Florida Series champion for the past three years, finally able to post its first win of the 1977 Series. Billy "Sugar Bear" Grossi used his Brian Lunnis prepared RN400 works bike to edge out Rick Burgett on the 400 YZ by a 100-yard margin in each of the two motos. Third and fourth place spots were taken up by two Florida riders, Harold Buckingham and Joey Gratton. Don Kudalski failed to make the race after almost winning the class the past week.

Mike Hartwig was on hand to try and make a racing comeback after a back injury forced the factory rider



Broc Glover has three 125 moto wins in the first two rounds. (Jim Gianatsis)

for Husqvarna and Yamaha to retire in 1975. After placing third in his qualifier, Mike was moving up through the pack in the Open feature when his old injury began hurting, forcing him to stop.

125cc: Broc Glover (1,1) Yam; 2. Danny LaPorte (2,2) Suz; 3. Mark Barnett (3,7) Suz; 4. John Reinholt (8,4) Suz; 5. Ed Cole (7,8) Yam.
250cc: 1. Bob Hannah (1,1) Yam; 2. Mickey Boone (3,2) Suz; 3. Tony DiStefano (2,3) Suz; 4. Mickey Kessler (6,4) Mon; 5. Marty Moates (7,5) Oss.
Open: 1. Billy Grossi (1,1) Suz; 2. Rick Burgett (2,2) Yam; 3. Harold Buckingham (4,3) Yam; 4. Joey Gratton (3,4) Yam; 5. Jeff Jennings (6,5) Suz.

Report by Jim Gianatsis

WORLD OBSERVED TRIALS

Feb. 12. Ireland. Malcolm Rathmell won the opening round of the 1977 series by the margin of .1-point.

Feb. 19. Great Britain. Montesa's Rathmell recorded his second straight victory, upping his series lead to ten points over the surprising John Reynolds who took fourth. Spanish champion Manuel Soler was runner-up. Dave Thorpe came third. Both Leavitt and Sweet finished out of the top 25.

February 26. Belgium. Malcolm Rathmell (116 marks) won his third straight world round while American Bernie Schreiber (130.8 marks) made his international competition debut, finishing fifth. Bultaco-mounted Schreiber became the first American to score championship points overseas in world competition. And the only higher placing ever recorded by an American was Marland Whaley's second at the U.S. round last year. However Whaley, riding without an FIM license, did not officially receive championship points. Ulf Karlson (118 marks) made it a 1-2 Montesa day while defending champ Vesterinen's third (128 marks) put two Scandinavians in the top three. Rob Shepherd, aboard his old long-stroke Honda, took fourth, .4-point ahead of Schreiber. American Don Sweet finished 19th.

The leaders after three rounds: Rathmell-45; Vesterinen-23; Karlson-21; Reynolds-20; Soler-12.

MOTOCROSS RIDING SCHOOL SCHEDULES

Feb. 22. Someplace, U.S.A. Russ Darnell, Gary Bailey and U.S. Suzuki announced their riding school schedules. See Bits & Pieces in this issue.

CLASS A SPEEDWAY

Jan. 30. Houston, Texas. Mike Curoso prevailed in a sudden death runoff to win the first AMA-sanctioned speedway racing event since 1947. Scott Autrey, who has spent the past few years racing in the British Speedway League, was the runoff loser. SRA champion Mike Bast, aboard the new Maely machine, won the handicap main despite a 50-yard set-back.

ABC SUPERSTARS

Feb. 20. Rotonda, Florida. Kyle Rote, Jr. won his third ABC-TV Superstars championship. Jimmy Weinert, who qualified for the finals, had to bow out because of a muscle pull. Rote, who earns $7000 a year playing soccer, has now won $150,000 participating in Superstars.

MOTOCROSS AND TROPHEE DES NATIONS

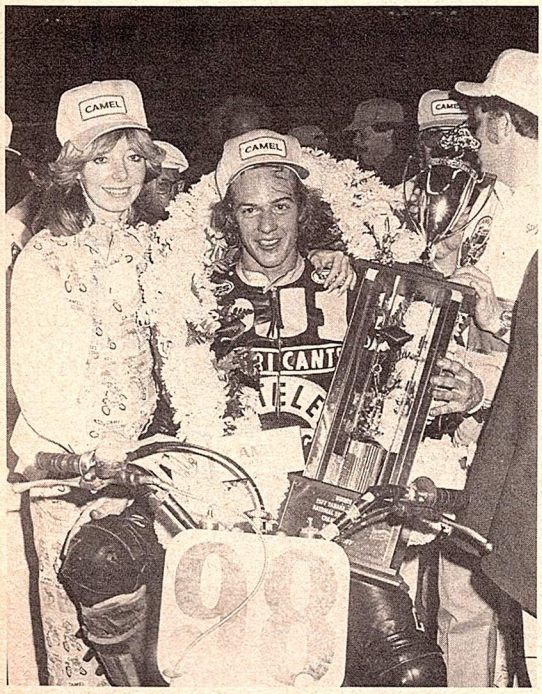
Ohio. The AMA has announced the American motocross team for the two international team competition events to be held in September. The riders selected are 250 champion Tony DiStefano, 250 runner-up Jim Weinert, 500 champion Kent Howerton and 500 runner-up Gary Semics. Both of the races will be recognized as world championship events for the first time in 1977.

SCORE PARKER 400

Feb. 12. Parker, Arizona. Rolf Tibblin and Larry Roeseler teamed to win SCORE's cross-country opener. Complete report in this issue.

CLASS C FLATTRACK

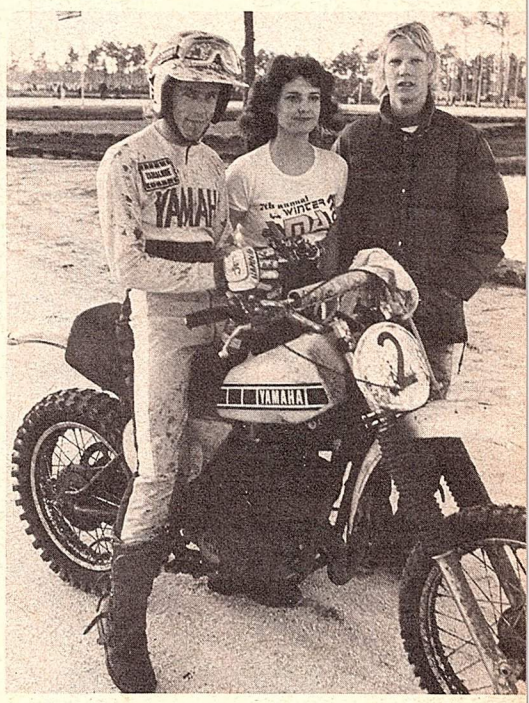
Jan. 28-29. Houston, Texas. John Hateley won the TT series opener. Defending AMA champion Jay Springsteen took the short-track the following evening. Complete report in this issue.



John Hateley would walk a mile or ride several laps for a TT trophy. (Wizard Racing Photography)

Hannah swept all four 250 motos at Jacksonville and St. Petersburg.

Tibblin on top again at the SCORE opener.



Hurricane Cindy and Broc Glover at Jacksonville. (Jim Gianatsis)

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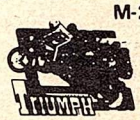

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LEAVITT

Continued from page 17

TL125. I love it. I live in a small town in Ohio. There is nothing but motocross (which I used to dig) here, but now it is no fun.

I would love to help make trials a bigger sport in the U.S. What can I do to help?

Buddy Sams
Waterford, Ohio

There are 10,000 trials riders in America. If every trialsman introduced one new rider a year to the sport it would soon be big. Just hang in there and get your friends interested. Soon you may have enough riders to form a trials club.

RIGHT ON

I just read your comments on the national series and felt fired up enough to write you immediately. You deserve a big pat on the back. It is about time someone said and did something. The U.S. should have riders competing on the world circuit now. The talent is there. I feel the national series has been good, but the time has come to restructure it. The qualifying system you suggest is a super idea. I feel the local rider rule has outlived its usefulness. I favor having maybe four rounds in each general area in the spring of the year. Then the nationals could be in the fall, say six, with two in each area and count the best four. This would allow the nationals to be as tough as needed to challenge and improve the top riders. There are many clubs capable of putting on a qualifying round.

I was one of the assistant trialmasters for our (Texas) national. I can't recall any complaints from the top 15 riders about how tough the event was, but many of the lower-place finishers said it was a killer. We had 12 DNFs (20 percent) and scores ranged from 63.6 (the highest winning score of the nine events – Ed.) to 226.

The NATC has to work through the AMA and that is where a lot of the problems are, especially in

Continued on page 85

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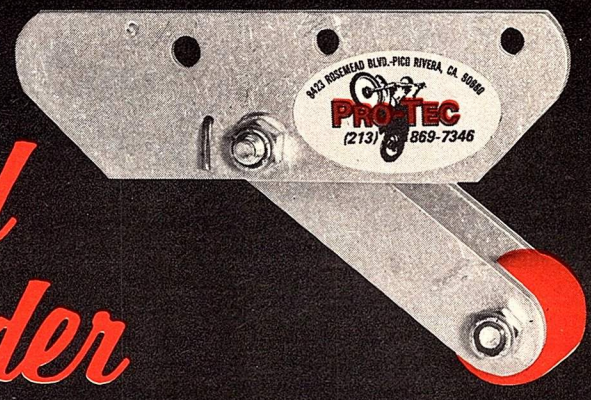
Circle Number 24 on Page 88

FROM OUT OF THE WEST IT'S Red Rider



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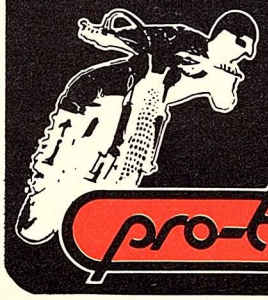

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Circle Number 25 on Page 88

The new Yamaha
This year, you'll either be

In motocross, distance isn't all that separates the lead rider from the rest of the pack. He's probably in better physical condition. His riding skills may be slightly more refined. Or, this year, he may just be riding a new Yamaha YZ.

The power at the starting line.

To finish a race in first place, it helps if you can start out in that position. So Yamaha engineers have given the new YZ's more power than ever before. Peak figures range from 18 hp for the YZ100 to an amazing 41 hp for the YZ400. They're now equal to or more powerful than any other production racers. The powerbands are wider than on other motocross machines, so the torque comes on sooner and falls off later. The flywheel inertia works perfectly with the suspension to get a maximum amount of power to the ground.

Air/oil fork.

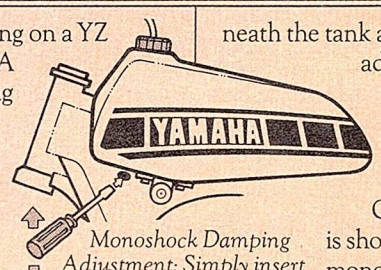
Leading Axle Forks: You have less rake, quicker steering.

Typically, this year the YZ rider will be the first one into the first turn.

The steering precision at turn one.

At turn one, you needn't worry about someone going inside your line. Because on most YZ models the front axle is actually ahead of the fork tubes, instead of underneath them. So the rake can be much less than on a conventional bike. This means you can steer quicker, the front tire bites harder. You stay in the lead.

You'll notice the handling on a YZ is also uncommonly stable. A new rigid, triangulated swing arm has eliminated virtually all flexing and wobble. As one magazine put it, the sensation is akin to riding a well-behaved slot car around a curve.



Monoshock Damping Adjustment: Simply insert a screwdriver and rotate the notched ring.

It adjusts to you. Not vice versa.

The YZ suspension has more travel than most long-travel suspensions. The YZ400, in fact, has over 9 inches, at both ends. So ruts, bumps, pockholes and rollers are simply swallowed whole.

But the real beauty of a YZ suspension may lie in its total adjustability. You can set and re-set the spring preload on the new de Carbon-type nitrogen/oil monoshock right at trackside by simply turning a threaded nut. As for damping adjustments, you merely insert a long, thin screwdriver into the hole located beneath the tank and pry up or down on the adjustment ring. You have 17 recommended settings, or about 17 more than you'd have on a conventional racer.

One thing you'll have less of is shock fading. Because each YZ monoshock is encircled by cooling fins that help dissipate the heat that can kill damping efficiency. Plus each one has a

Lightweig

New leading axle forks.

Capacitor Discharge Ignition System.

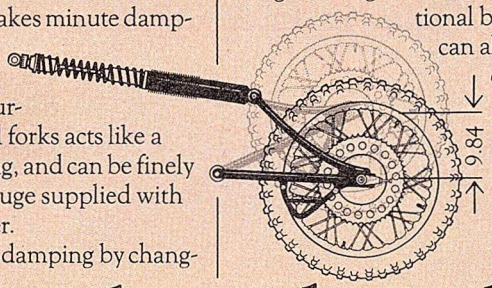
YZ 400

YZ Monocrossers. on one or behind one.

unique thermostatic control. As heat builds up and oil thins out, it makes minute damping adjustments to compensate for the change.

Up front, the pressurized air within the air/oil forks acts like a second progressive spring, and can be finely adjusted by using the gauge supplied with every air-sprung YZ racer.

You can adjust fork damping by changing the weight of the oil as on a conventional bike. But now you can also alter damping by changing the *amount* of oil in the forks. So, while other riders are riding what they brought, you're riding what's perfect for track conditions.



When you know how they're built, you'll buy a Yamaha.

wheel travel (in.)	*front*	*rear*
YZ 400	9.84	9.84
YZ 250	9.84	9.84
YZ 125	9.0	9.0
YZ 100	7.7	7.1
YZ 80	5.2	4.2

Wide plastic fenders.

plastic tank.

New owner-adjustable de Carbon monoshock (on all models except YZ 80).

Engineered for winners.

Already, many people are piling superlatives on the 1977 Yamaha YZ racers, like "the fastest," "the best," "unbelievable," etc., etc. Who knows? All we can really say for sure is this: When the Yamaha factory team successfully dominated the recent Florida Winter AMA Motocross Series, they didn't have to resort to "factory bikes." Except for the handlebars and footpegs, they used stock, production YZ's. The same as you'll find now at your local Yamaha Dealer's.

CHAMPS' BIKES V

DIRT BIKE takes a ride on John Fero's ISDT Yamaha and Jay Tullis' MR175 Honda

Our Champs' Bikes series has, thus far, taken you for rides on four different motocross contenders, ranging from the nearly stock Husky and Maico of Howerton and Weil to the exotic works Hondas and Kawasakis.

This month will be a little different. Since we have tests in this issue of two Japanese enduro bikes, we decided to let you see what the factory enduro/ET riders for the same companies are piloting.

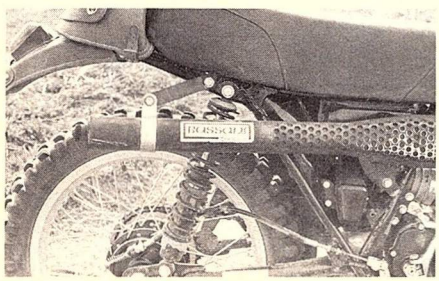
Not surprisingly, considering the lesser emphasis given to time and distance events as compared to motocross, we found that both the IT400 of Yamaha's ISDT Gold Medal winner John Fero, and the MR175 of Honda's western enduro rider, Jay Tullis, reflect few "trick" modifications beyond the reach of anyone owning these machines. Thus, where the motocross Champs' Bikes were the stuff of fantasy, this month's are the stuff of attainable reality. Do you need what Fero and Tullis have? Read on.

FROM MISTER TO MASTER

For "A"-level enduro riding, and any ET riding, the stock MR175 evidences two major weaknesses: a lack of brute horsepower and a somewhat inadequate rear suspension system.

These were the problems that Team Honda set out to remedy.

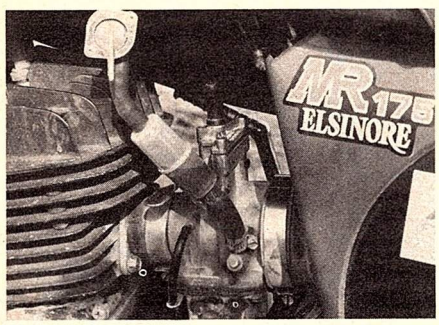
Bassani Manufacturing designed and built a pipe for the MR which

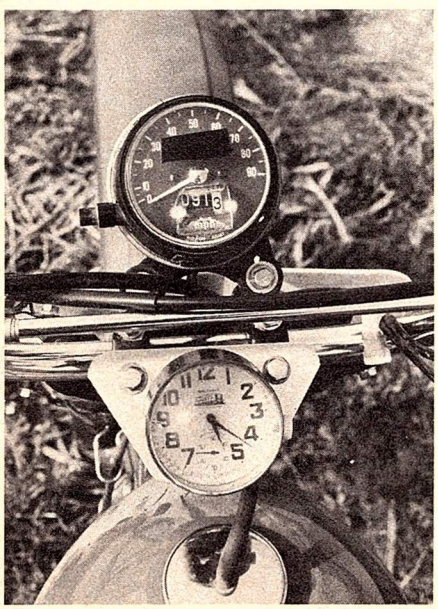


Bassani MR175 pipe and S&W shocks, two things you probably need.

This MR175 has no trouble keeping on time.

Long uphills are well within the Tullis MR's capability.





improves power and maintains a civilized exhaust note. At the other end of the breathing system, a 32mm Lectron carb, fitted with the 3-1 needle set two to four turns out depending upon altitude, etc., mixes gasoline with air funneled in through a new air cleaner top from Mettco. A Yamaha hose (part #322-1445300), trimmed down, adapts the air box to the new carburetor.

Mettco was also responsible for the porting changes. Essentially, the intake port was modified, the piston skirt cut, and the exhaust and transfer ports raised. The sum effect of all these changes, any of which can be purchased by a private individual, is an increase in horsepower through the range and quicker response to throttle.

The stock rear shocks were replaced with S&W model L-525-9 units using a 65-pound spring for Tullis' 165-pound ready to ride weight. Not only do the S&Ws improve dampening characteristics over the stockers, but they also provide an increase in rear wheel travel.

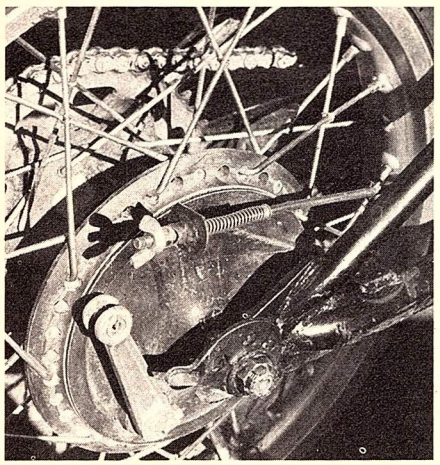
Numerous other bits were changed, most of which fall into the category of rider detailing. Goki springs replaced the stockers in the clutch, improving its abuse-proofing. A Graham Sheet Metal skid plate protects the delicate underbelly, and a Kawasaki dust seal cell (part #44010-010) helps improve fork seal life in muddy conditions.

Additional changes, heavier rims, a Malcolm Smith tool bag and 428 chain, complete the package.

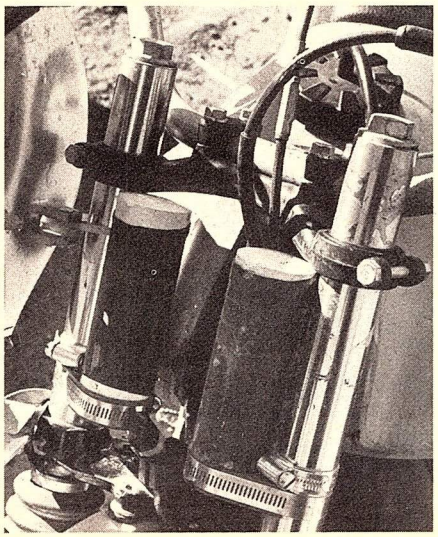
BUZZ BOMBING

We would have been impressed with the Tullis 175 regardless, but having a stocker on hand to compare it to likely exaggerated our pleasure.

The overall feel of that bike, as a result of the above changes, is lighter than the stocker. Because the rear suspension does a better job of absorbing jolts and putting power to the ground, and because that increased power carries the bike so much more easily, Tullis' Honda seemed to dart and flick *over* terrain where our test machine droned through it.



The 79-second rear wheel.



The fork accumulators are handmade items, and handle their tasks well.

In any situation that we encountered, rocks, uphills and handlebar-width shrubbery, the Tullis MR was a dramatic improvement over stock. If you have the money to spend, and own an MR, we can recommend the changes, highly.

MAKING IT

Amazingly enough, the Yamaha that John Fero rode to an ISDT Gold Medal is actually, in his own and our estimate, *inferior* to the line of ITs that Yamaha will be offering for sale this year. Most of the major changes made in Fero's bike have already been incorporated into this year's production models.

Engine performance was judged adequate on the stocker. A YZ silencer and carb jetting were used, however, improving peak horsepower slightly and adding especially to mid-range performance.

Other than careful inspection and a precise adjustment to suit John's needs, the monoshock system was

the same diaphragm unit which ran on last year's stocker. The forks are nearly stock also, but incorporate two triple-clamp-mounted oil accumulators, with a total capacity of 100cc. This extra capacity allowed Fero to run a lighter fork oil for more consistent dampening.

The quick release rear wheel assembly, incorporated into the 1977 production line, is likely Bill Stewart's masterpiece. Stewart is the man responsible for set-up on the Yamaha Six Days machinery. Once the axle nut is loosened, the brake rod can be lifted free, the chain slipped off and the rear wheel removed. Fero has already accomplished a one-minute, 19-second rear wheel tire-change with this system.

GASSING IT

Our initial response, after riding John's 400, should come as no surprise.

"Yep, sure is an IT400," we said.

Again, having a production unit, in this case our test IT250, helped us to form our opinion.

Power, on the 400, was of course superior to the stock 250, but not excessively so for its increased performance. The big IT pulled clean through the range, and we found the increased mid-range to give the bike a somewhat smoother, controlled acceleration than what we remembered from the stock 400.

In terms of suspension and handling, surprisingly enough, we preferred the stock 1977 250. Really!

Fero's IT, however, is an impressive bit of machinery, carrying with it that elusive feeling of rightness — at least partly psychological — which comes from a machine that is immaculately prepared. That we preferred the stocker in some areas takes nothing from the ISDT bike, but attests to its success as a test bed for improvements.

AND, IN CONCLUSION . . .

There you have it. Two Champs' Bikes that are remarkably similar to what you can actually own. In fact, any rider at a national enduro might encounter an IT or an MR that is, on the surface, "tricker" than either of these bikes. It is unlikely, however, that one could find any more carefully thought out as complete packages.

Fact is, in enduro/ET competition, the rider is the major element, perhaps more so than in any other moto-sport. Rider, tune thyself!

DO IT YOURSELF

All of the changes mentioned in the text that apply to Jay Tullis' MR175 are available to the public. To aid you in setting up your personal bike, we provide this list of addresses, prices and sundry material for daydreams.

Bassani pipe, Bassani Mfg., 3726 E. Miraloma, Anaheim, California 92806 — $57.50.

Mettco porting, Mettco, 1528 S. Santa Fe, Compton, California 90221 — $60.

Mettco air cleaner top, same address — $7.95. (This is included in the porting price.)

Lectron carburetor, various distributors, including Mettco — approximately $79.95.

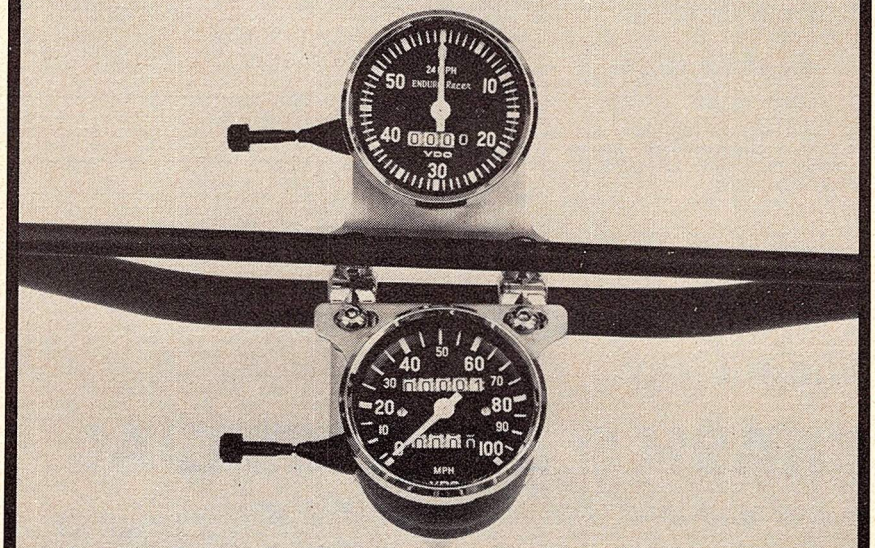
Goki clutch springs, Auston Graydon Distributing, (213) 363-4885 — $4.95.

Graham Sheet Metal skid plate, 312-764-1808 — $22.95.

S&W shocks, various distributors — approximately $83.60.

All of the above prices, of course, will vary with location, transport charges, and the economy.

VDO



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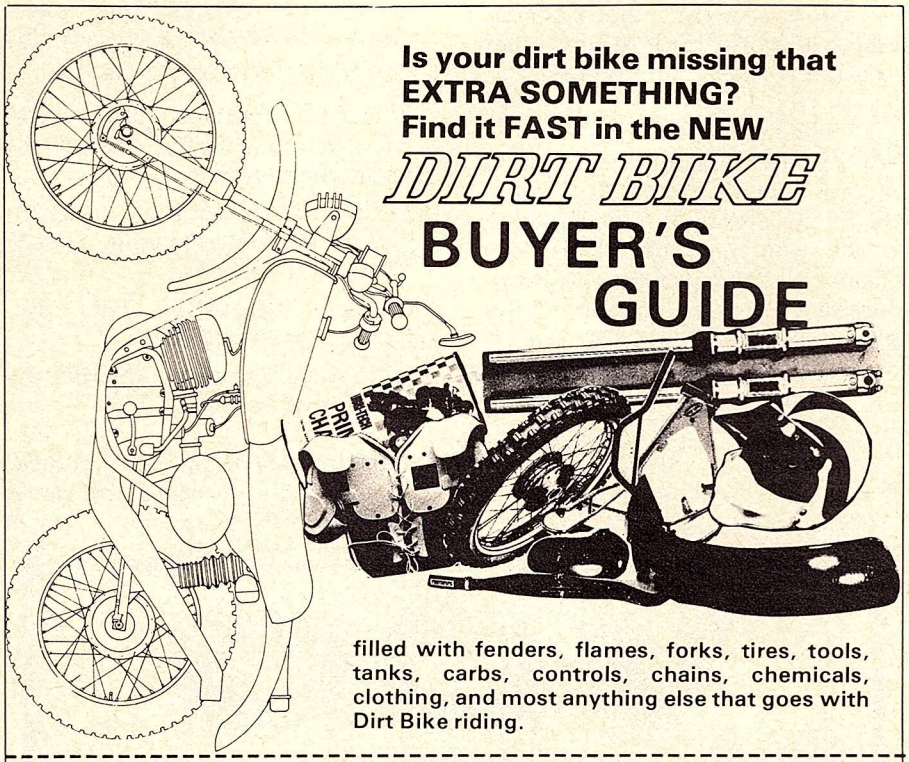

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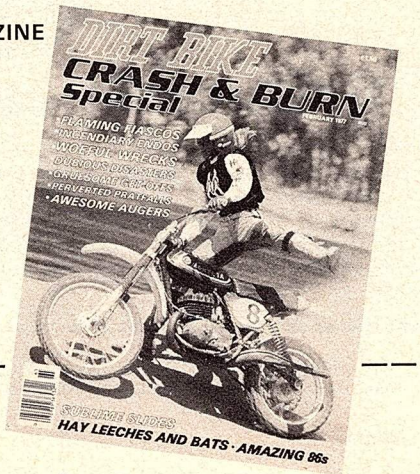

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BITS & PIECES

Continued from page 21

New things. Three Support class championships for the Eastern, Central and Western regions. In another change the Support class will ride most, but not the toughest of the national sections.

The Council also created a National Senior championship, open to riders 35 or older. Best five rides, riding the Support sections.

The local rider exclusion rule was modified. Any rider without a "home" event may pick his excluded round, provided that his home area put on a national the previous year. This means that the SoCal trio of Whaley, Schreiber and Eggar, who won seven rounds between them in '76, won't be excluded from the NorCal round at Donner Ski Ranch.

Schedule: May 21-Ohio; May 22-New York; May 29-Michigan; June 25-Oregon; June 26-Washington; July 2, 3-Northern California; October 2-Colorado; October 8-Oklahoma; October 9-Kansas City.

World happenings: The FIM now recognizes the "two" for scoring. They have dropped the half plus one rule; all events now count.

By the time you read this Montesa's Don Sweet will have ridden the first six world rounds. Bultaco's Lane Leavitt and Bernie Schreiber also went over for some of the rounds. In a surprise move, Honda did not send Marland Whaley overseas.

* * * *

Brand-new magazine called *Bicycle Motocross Action* is out. Bob Osborn is the publisher. Both he and daughter Windy handle the lens work. Most of those dynamite BMX shots you've seen in DB were by one or t'other. The magazine is bi-monthly; they're asking $3.50 for a six-issue, one-year subscription. The address is P.O. Box 5277, Torrance, California 90510; (213) 329-7337.

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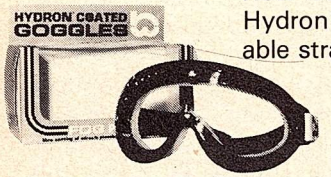

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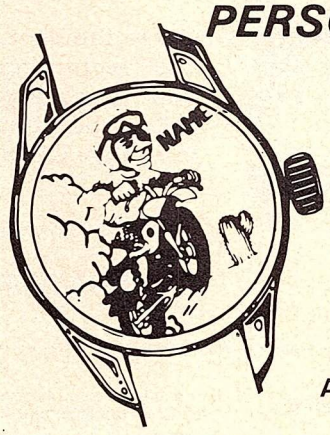

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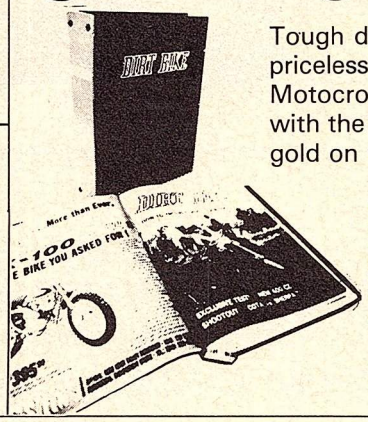

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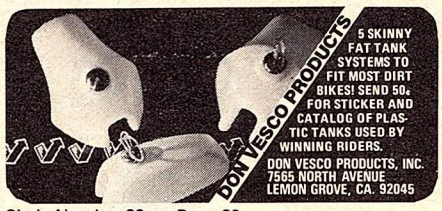
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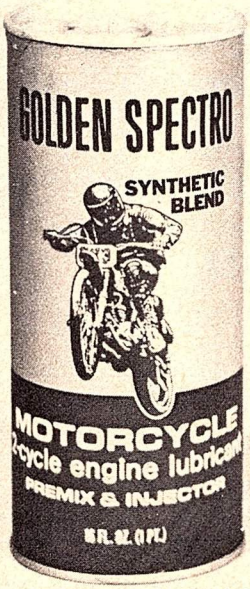

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HONDA

Continued from page 57

to take for granted on Hondas are present. An enduro lighting kit consists of a small taillight and a small headlight with rock guard. Though the MR theoretically does not constitute a street machine, in many states it will prove to be an adequate pizza-fetcher with the addition of a stop light switch. An on/off switch graces the handlebar and should either be spring-loaded or relocated to a position where the rider won't encounter it in those tight, sticky and potentially embarrassing situations. Bash protection is provided but will not stand up under the aggressive rider. Rubber parts, from grips to tires, are all of good quality.

Had we approached the '77 MR175 as a serious enduro competition machine, in its stock form its most competitive aspect would have been its price. It is, as delivered, hundreds of dollars cheaper than Yamaha's IT or the high price spread presented by Penton/KTM or Hercules. And as you can find out in the Champs' Bikes article elsewhere in this issue, the MR is hundreds of dollars from competing with them in performance. As a serious competition machine the MR has some serious limitations.

But as the trailbike we have set out to test it as, the MR comes under only minor criticism. A little broader powerband might be nice and it could certainly stand to be quieter. The Honda XL series sets some attractive standards of silence for the MR to pursue. If you're one of the lucky few who know just what it is you want and need, then you may be able to pin down an MR to suit your heart's desires at a price you can afford. ✪

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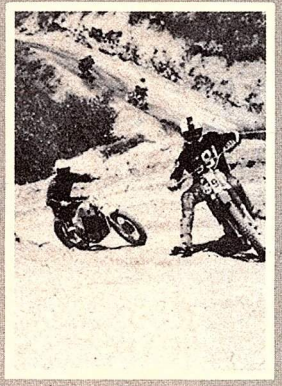

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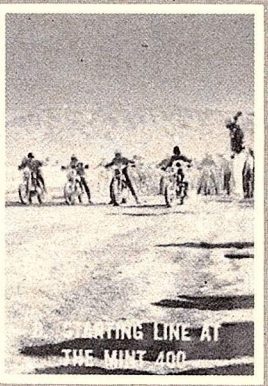

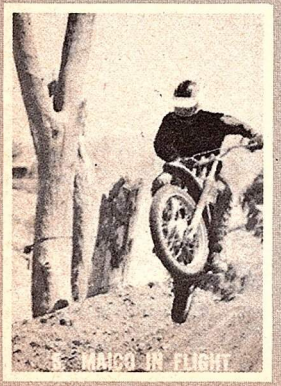

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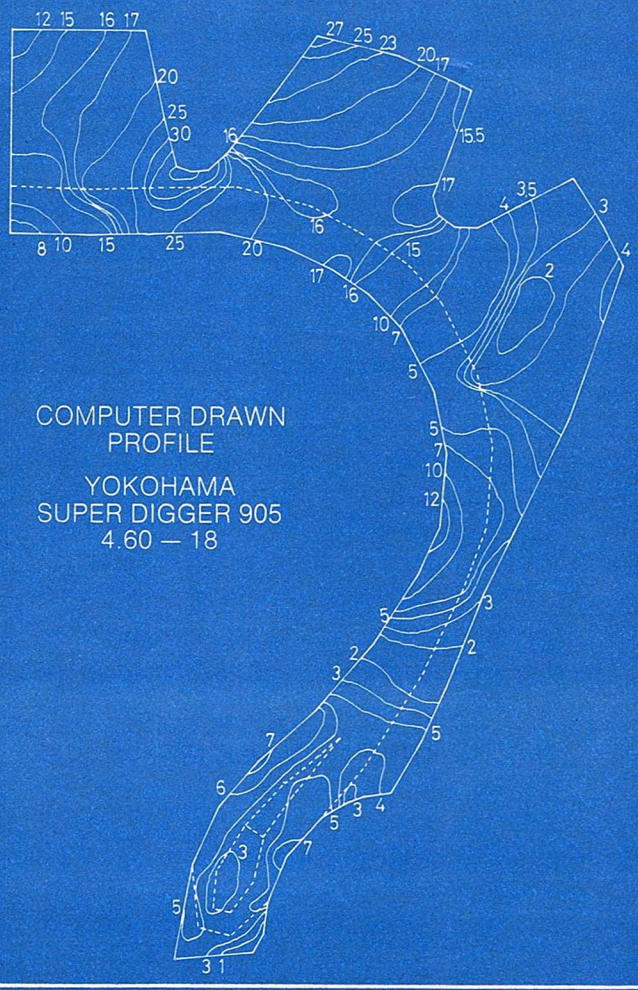

COMPUTER DRAWN PROFILE

YOKOHAMA SUPER DIGGER 905 4.60 — 18

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ASK THE EXPERT

Continued from page 10

You still need a seal that has a minimum tendency to seize on the slider, one with a small lip contact area.

RED DEVIL

I have a problem with my new CR125M (Red Devil). It will not rev out in first or second gear. When I open the throttle wide it picks up as it should, and then just before full rpm is reached the engine just dies. If, when this happens, I slowly close the throttle, it will take off like a rocket again at about three-quarter throttle. Would you have any idea what would rectify the problem? I think it might be jetting, but the agents here have no jets to buy.

Alf Staub
Queensland, Australia

Sounds like you've got a jetting problem and it sounds like it could be too lean, although most motocross machines come jetted a bit on the rich side. But not having any jets available does increase the problem. But I'm sure a numbered drill set is available, like number 1 though 80 drills. These work pretty good on jetting if you are careful. Of course, drilling your main jet out bigger is no problem, but drilling out smaller is. The easiest way that I have found to accomplish that is to clean up your main jet nice and clean and solder it down the inside. Get the next size smaller drill and keep working back on jetting size by resoldering and redrilling. It's not the easiest way, but it is certainly the least expensive. Incidentally, this drill set will be something you can keep to use for idle jets, needle jets, on most any carburetor. So it won't be a one-shot expense for you; it will be something that will last you for years. I bought the numbered drill set back in 1959 when I had my first Honda, and still have that set today. I've drilled quite a few jets with it. ✪

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Circle Number 37 on Page 88

LEAVITT

Continued from page 73

dealing with the FIM. This proved out again when Bernie and Marland couldn't ride the Scottish. We don't seem to hear of any other countries or riders having their problems with the FIM that we do have. Maybe a campaign could be launched to pressure the AMA into working out more events for international competition here other than our world round.

I would like to thank you and DIRT BIKE for your column, it's super. Keep up the good work.

Jay Decker,
Vice President
North Texas Trials
Association
Lewisville, Texas

It's pleasing to hear someone get fired up and say what he thinks.

In my eyes the Texas national was excellent. The entire 1976 series was delightful to ride for the top riders. The improved calibre of our riders makes it all worthwhile. Now we need trials for riders other than the top 30 or 40 men in the country, just as you've outlined.

Without voices from the crowd like yours there would be no improvement in anything. Evolution is sparked by people who care enough to inject new ideas. It's just a matter of time before the N.A.T.C. sorts out these problems.

Interested in a national directory of trials clubs and associations? You can help us put it together. Send the name, address and phone number of your club and average number of trials per year. Also indicate availability and cost of newsletter. Send the info to Len Weed, DIRT BIKE Magazine, P.O. Box 317, Encino, California 91316.

Daisy Publishing Co., Inc., dba Hi-Torque Publications, Inc., is pleased to announce a Retail Display Plan available to all retailers interested in earning a display allowance for DIRT BIKE Magazine. To obtain details and a copy of the formal contract, please write to Marketing Director, Audit & Control Dept., Hi-Torque Publications, Inc., 16200 Ventura Blvd., Encino, CA 91436. Under the full cover display plan, in consideration of your acceptance and fulfillment of the terms of the formal contract to be sent to you upon your request, you will receive a display allowance of ten cents per copy sold by you. This plan will become effective with all issues of DIRT BIKE delivered to you subsequent to the date your written acceptance of the formal Hi-Torque Publications, Inc. retail agreement is received and accepted by our company.

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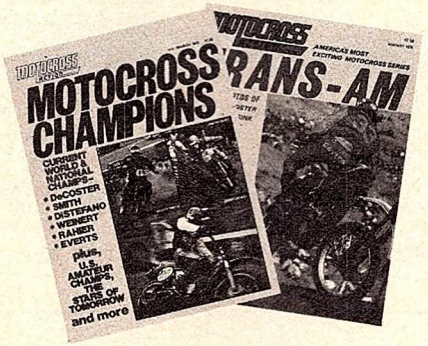

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April 72	Water Proof your Carb
May 72	Super Tune your Body
June 72	Cornering Can Be Easy
July 72	How to Crash
Aug. 72	Secrets of Sand Riding
Sept. 72	Breakin' in a New Bike
Oct. 72	Decarbonizing
Nov. 72	Trail Ride
Dec. 72	Trail Ride II
Jan. 73	Build your own Skid Plate
Feb. 73	Buying a Bike
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June 73	Making a "Real" Enduro Machine
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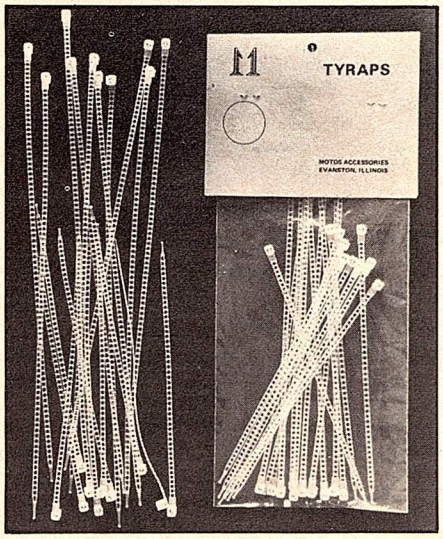
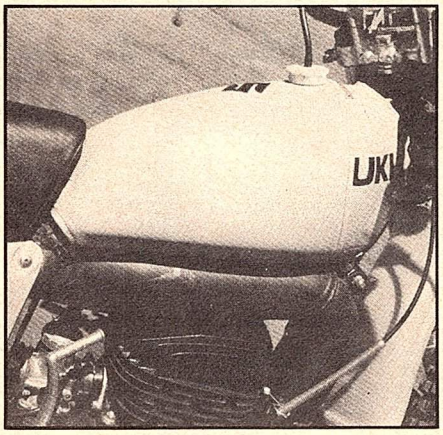
NEW PRODUCTS

If you spot something here that tickles your fancy and you decide to order or maybe just send for more info, be sure to mention that you saw it in DIRT BIKE Magazine. We already know that they exist. Laying your and our name on them lets them know that we too have weight and take up space. And, equally important, it tells them that you are a loyal reader of the MIGHTY DB, and proud of it.



MODERN DAY PLASTRICKERY

Now this is a deal. For a mere dollar and a half, you get ten seven-inch and the same number of ten-inchers. These are 50-pound tensile strength Tyraps, not junk cheapies. We shouldn't have to tell you how handy these little wrappies are. Contact Motos Accessories, 2837 Park Place, Evanston, Illinois 60201.

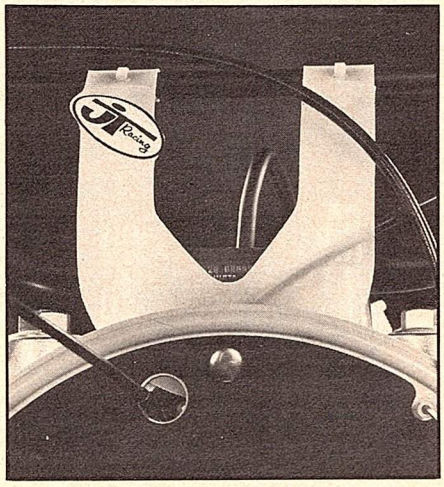


WRAPAROUND JOY

Slap one of these honeys around your tank and kiss your paint wear problems goodbye. They're made of top-quality vinyl that is resistant to gas and detergents. It provides a good grip for leathers without having to use duct tape to protect your paint. The cover fits the tank snugly and is secured with tie-wraps or wire where high pipes are used. MX model is one solid color and the TMX unit has different colored side panels. How about red, black, yellow, green (close to Kaw), Elsinore red, and white. $11.95 for the MX and a dollar more for the TMX. For more specs contact TF Racing Enterprises, P.O. Box 215, Avery, California 95224; (209) 795-2981.

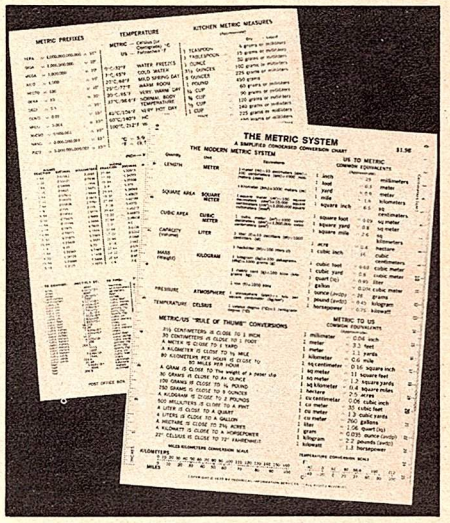
LIGHTWEIGHT

The superlight S-25 full-face Shoei safety helmet is superbly styled and constructed of fiberglass and other lightweight materials. It's designed to be the lightest full-face fiberglass helmet on the market today. Initially it will be available in white, orange, blue, red, yellow and black with contrasting designer stripes. Sizes range from extra-small for wee lads and lassies through to extra-large. The S-25 meets or exceeds all state and federal safety requirements. Contact Shoei Safety Helmet Corp. for more words. 1717 Pontius St., Los Angeles, California 90025; (213) 477-6051.



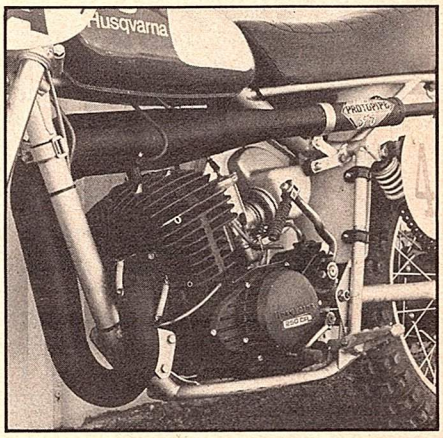
DESNAGGER, PREVENT-A-SNAG, SAVE YOUR BONES

The Kable Keep from JT eliminates any possibility of your front brake cable hanging up on the fork crown bolts. Seriously, body casts are no fun at all. Each "Keep" comes complete with instructions and all mounting hardware necessary for an easy ten-minutes installation. Universal-type mounting makes it easily adaptable to any make 'sicle. Used by most works riders. Check with your dealer or order direct from JT Racing for $1.95. While you're at it, why not sent them $1.50 for their new color catalog. 303 W. 35th St., Suite D, San Diego, California 92050; (714) 479-9696.



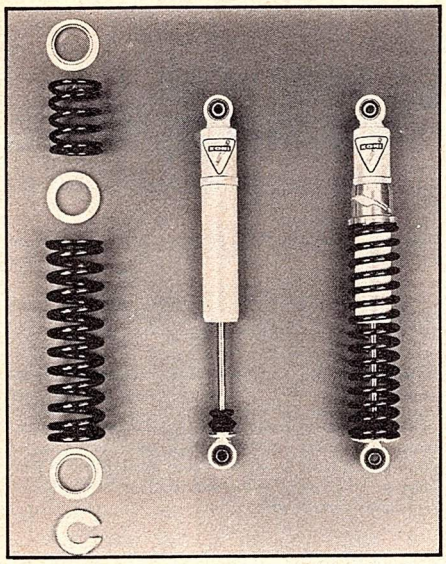
METRIC CONVERSION CHART

Exactly how much is a "silly millimeter," or a millimeter without a sense of humor, for that matter? Conversion of everything from shock travel to fuel capacity, from miles to kilometers and back again, is as easy as pie with this conversion chart from Technical Information Services, P.O. Box 24A34, Westwood Village Station, Los Angeles, California 90024, for $2.25 or from bookstores and retail dealers for $1.98. Permanently preserved in heavy poly-mylar plastic, this is the best and most complete we have seen to date. It will last, and is easy to use. Those furriners, you give them an inch . . .



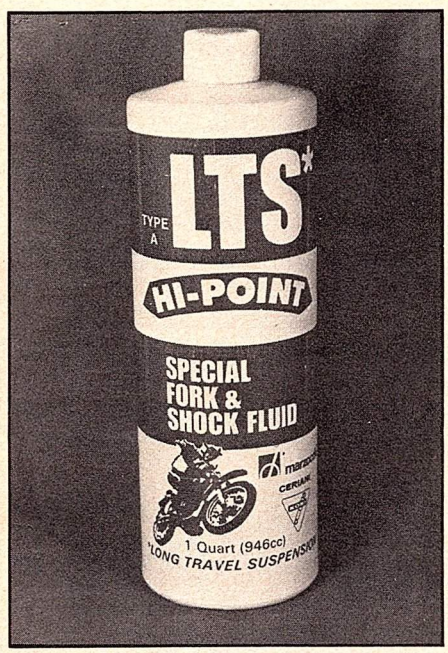
PROTOPIPES ARE IN PRODUCTION

After much experimentation, Protopipe, who has built pipes for such name riders as Kent Howerton, Billy Grossi and Gary Nixon, is now offering lightweight "snake-pipes" for Suzuki, Husky, CZ, Can-Am, Honda, Maico and Montesa motocrossers. The picture shows an example of their fine work using "hydroformed" sections which they claim no other pipes have. Send $1.00 for a catalog and sticker to Protopipe Exhaust Systems, 100 Cristich Lane, Campbell, California 95008. Price examples are $87.50 for Husky and $69.95 for Honda CR125.



SOMETIMES GAS IS GOOD FOR YOU

Koni's new gas-hydraulic shocks were designed for the serious MX rider and are available with four hydraulic settings. Two types of the standard units are available; one will accept a progressive spring set, the other a linear spring with the necessary hardware to adjust preload. The removal of the adjustable preload hardware allows the rider to fit a progressive spring set. Check with your shop or contact Bikoni Ltd., 150 Green St., Hackensack, New Jersey 07601 for the whole skinny.



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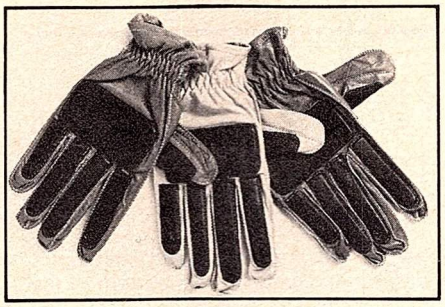
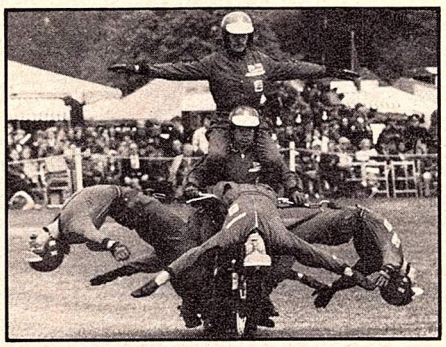


GRIPPING SITUATION

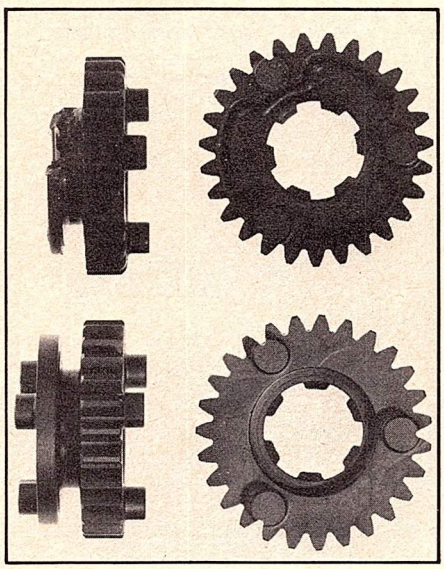
Top grain leather Grand Prix MX gloves feature strong double-stitched nylon thread, full black leather palm and backhand padding, and are available in tan, red and blue. The best part may be the price, just $12.95. From your dealer or contact Rocky Cycle Co. Inc., 1250 Elko Dr., Sunnyvale, California 94086; (408) 734-3750.



A NOTE FROM CHET

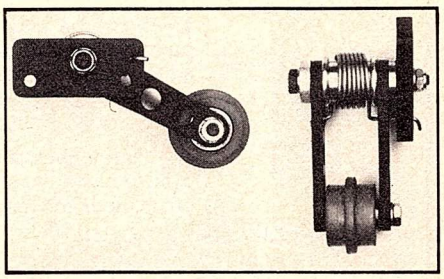
Our old buddy up at PPP promised not to send any of their weather down to L.A. if we could stuff this one in.

These guys are the Royal Artillery Display Team. Luckily they display motorcycles, not artillery. The motorcycles they display are equipped with Preston Petty fenders. Yours could be too. Write to Preston Petty Products, Inc., P.O. Box 89-DB, 403 North Main St., Newberg, Oregon 97132.



TOUGH NEW GEARS

Honda XL350s that have been breathed upon have a tendency to develop transmission problems with all that extra power lurking inside. Long Beach Honda, builders of the famous Baja winners that Baker, Cannady, etc., pilot to victories, have manufactured an entirely new set of gears for third on the mainshaft and fourth on the countershaft in the XL350 trans. They require no other mods to be installed, and are guaranteed 100 percent against breakage. Manufactured and sold exclusively by Long Beach Honda, 5105 Atlantic Blvd., Long Beach, California 90805. They are priced at $42.95 apiece or $79.95 a set.



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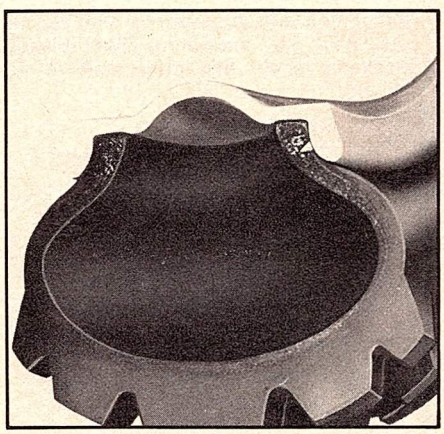

SUNSHINE

Sun competition rims are now available in a super-wide 2.75-inch width compared to the old 2.15-inch model. This new design has already been proven in international grand prix motocross events in the U.S. and abroad. The idea is to get a better "footprint" or a wider section of tire on the ground to get a better bite. Every Sun rim has pre-drilled drive pin holes as well as rimlock holes to provide your choice of anti-slip security. American-made from the finest heat-treated, high-strength alloy. Every weld is inspected to assure strength and durability. Holes are spherically drilled to avoid the weaknesses common to dimpled or punched rims while at the same time making truing easier and longer lasting. For the whole skinny contact your Sun distributor or write directly to Sun Metal Products, Inc., P.O. Box 778, Warsaw, Indiana 46580.

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1. AGE GROUP
a) a) Under 16
b) 16-20
c) 21-25
d) 26-30
e) 31-40
f) 41 and over

2. ANNUAL INCOME
a) Under $10,000
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c) $15,000-$19,999
d) $20,000 or more

3. DO YOU OWN A MOTORCYCLE?
a) Yes
b) No

4. IF YES, HOW MANY? _____

5. WHAT MAKES DO YOU OWN?
a) Honda
b) Yamaha
c) Suzuki
d) Kawasaki
e) Bultaco
f) Montesa
g) Ossa
h) Maico
i) Triumph
j) Can-Am
k) Harley-Davidson
l) Rokon
m) Hodaka
n) Penton/KTM
p) Husqvarna
p) other

6. WHAT TYPE OF BIKES DO YOU OWN?
a) trail/enduro
b) motocross
c) street/ trail
d) trials
e) flat-track
f) speedway

7. DO YOU COMPETE IN ORGANIZED COMPETITION? IF SO, WHICH TYPE?
a) motocross
b) enduros
c) trials
d) flat-track
e) speedway

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?
a) yes
b) no

9. IF "YES", WHAT MAKE DO YOU PLAN TO BUY? _____

10. HOW MUCH MONEY DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE THIS YEAR?
a) $0-$25
b) $25-50
c) $50-$100
d) $100-$200
e) $200-$400
f) $400 and over

11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?
a) competition
b) technical
c) new bike tests
d) personality features
e) product evaluations
f) other
1st _____
2nd _____
3rd _____
4th _____
5th _____

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?
a) Dirt Bike
b) Motocross Action
c) Cycle
d) Cycle World
e) Cycle Guide
f) Popular Cycling
g) other

(insert letter)
1st _____
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PATCHES FOR YOUR CLUB — Let them know who you are! Send sketch for free price quote. Send camera-ready colored artwork and get one patch free with order. Free catalog. EASTERN EMBLEM MFG. CORP., P.O. Box 828, Dept. DB, Union City, New Jersey 07087.

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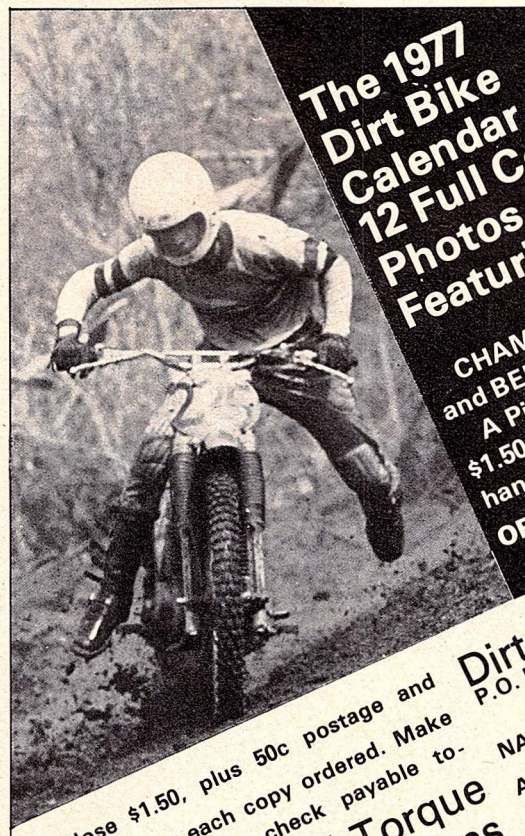

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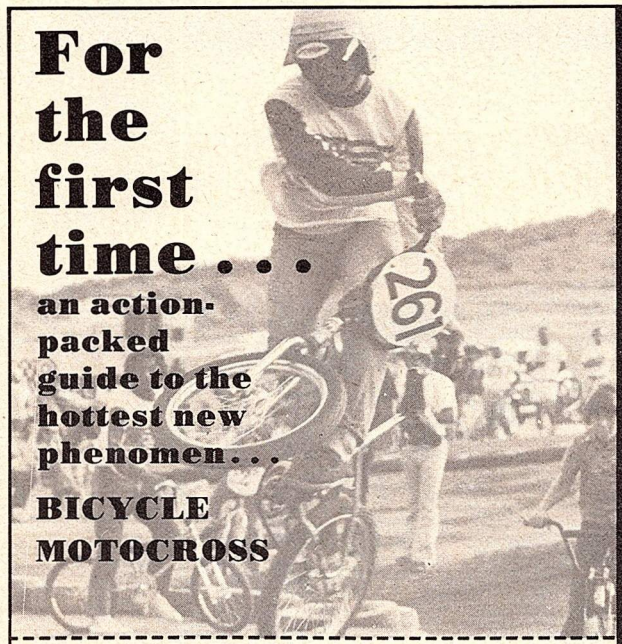

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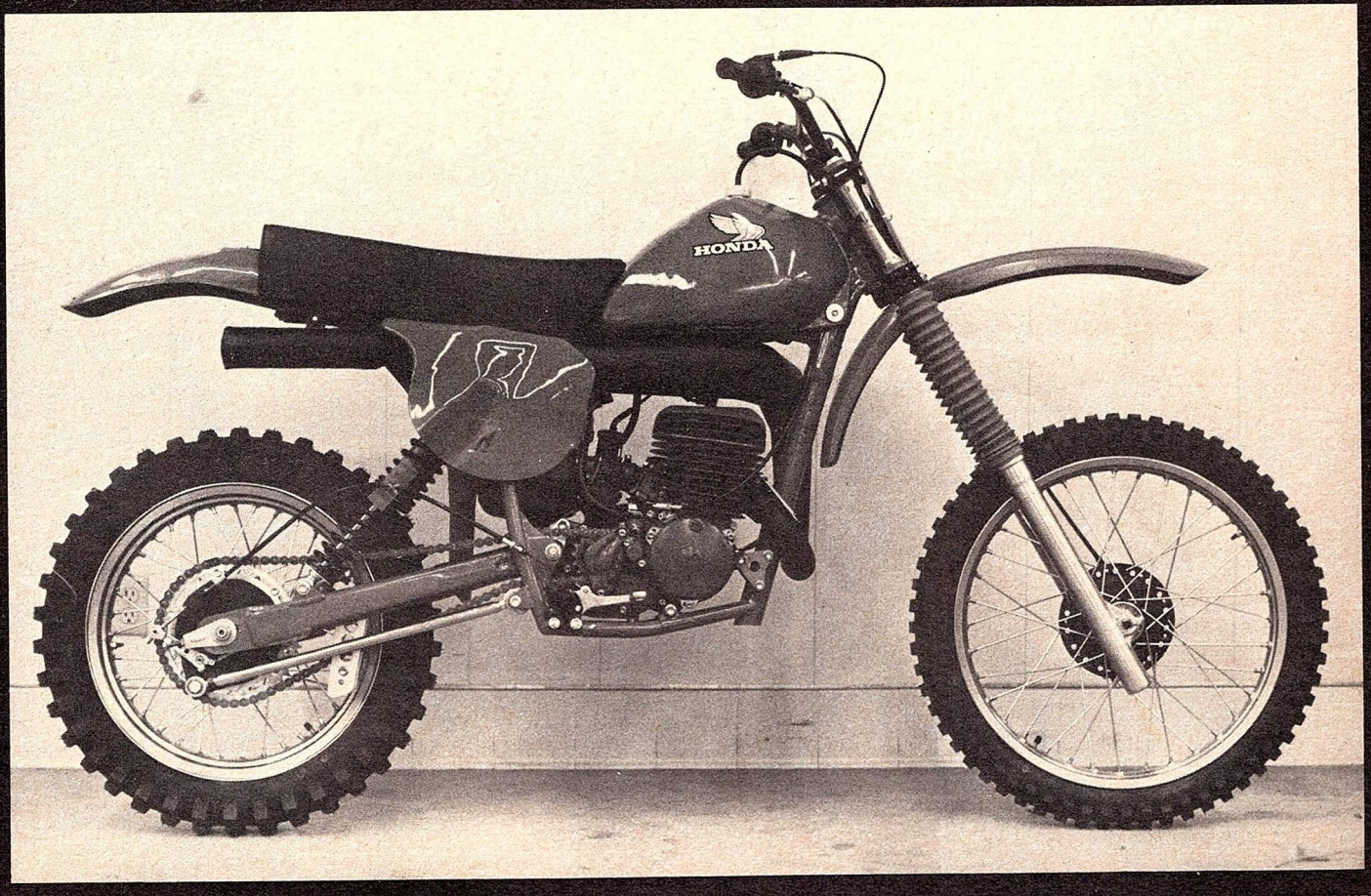

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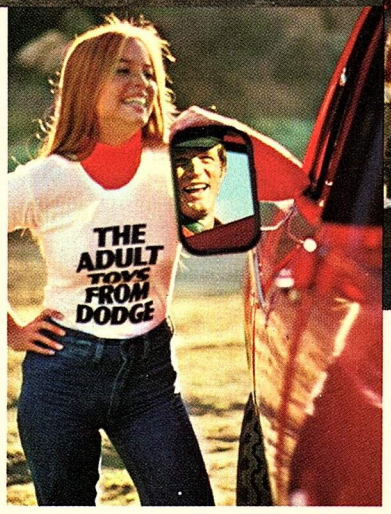

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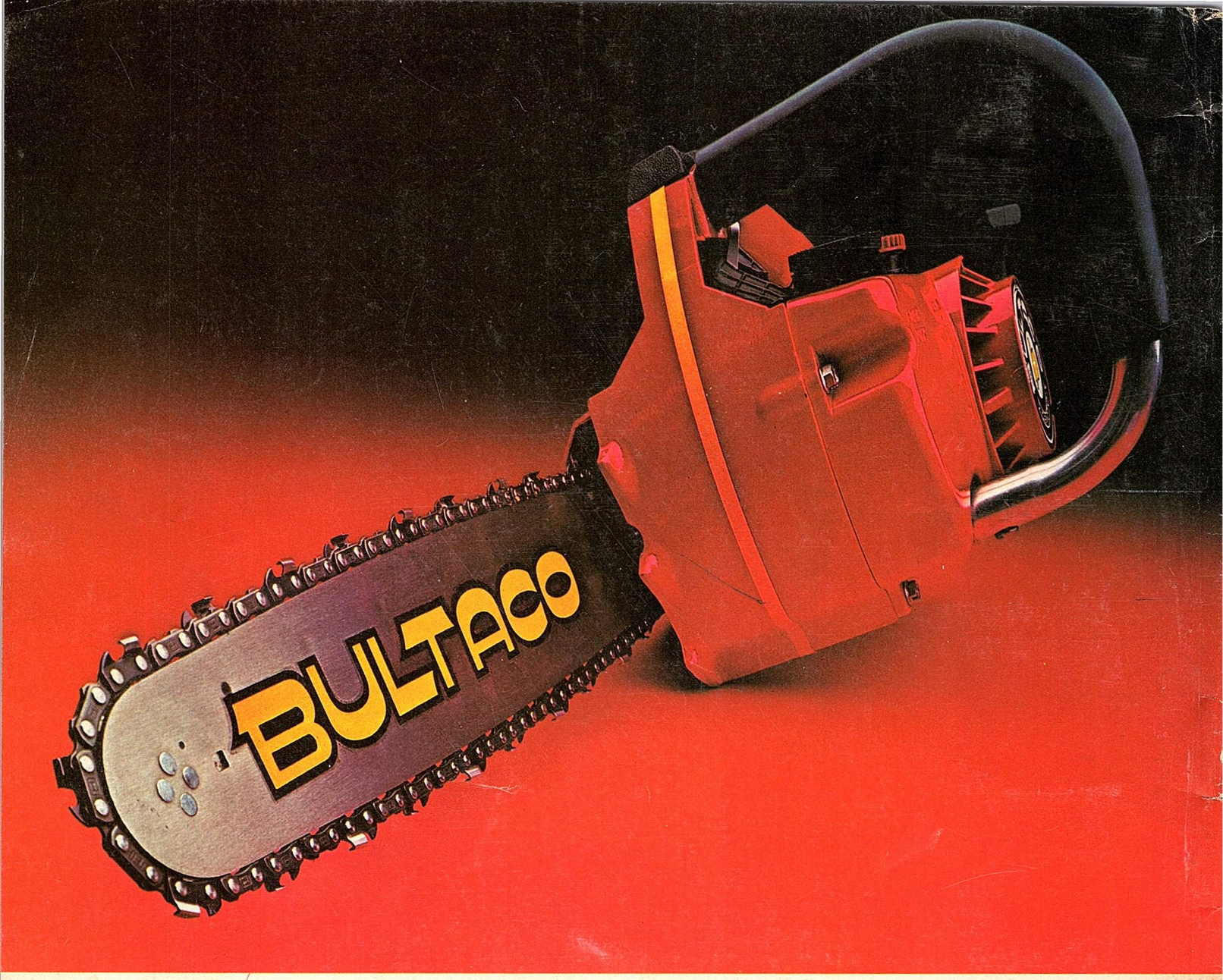

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